Appendix O

Traffic Study

Appendix O.1

Traffic Study for the Crossroads Hollywood Mixed-Use Development

TRAFFIC STUDY FOR THE CROSSROADS HOLLYWOOD MIXED-USE DEVELOPMENT

HOLLYWOOD, CALIFORNIA

JUNE 2016

PREPARED FOR

CRE-HAR CROSSROADS SPV, LLC

PREPARED BY

Gibson
transportation consulting, inc.

TRAFFIC STUDY
FOR THE
CROSSROADS HOLLYWOOD
MIXED-USE DEVELOPMENT

HOLLYWOOD, CALIFORNIA

June 2016

Prepared for:

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Chapter 1
Introduction

This study presents the traffic impact analysis for the proposed Crossroads Hollywood mixed-use development ("Project") in the *Hollywood Community Plan* (Los Angeles Department of City Planning, 1988) area of the City of Los Angeles (the City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT LOCATION

The Project Site consists of 29 individual parcels across four city blocks in Hollywood. The Project Site has been grouped into four Project areas referred to as Development Parcels A, B, C, and D. Generally, the Project Site is bounded by Selma Avenue to the north, the Blessed Sacrament Catholic Church and School to the east, Sunset Boulevard to the south, and Highland Avenue to the west. Development Parcel D is located on the northeast corner of Selma Avenue & Las Palmas Avenue. The remaining Development Parcels are located south of Selma Avenue.

The Project Site is located approximately 1.25 miles west of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles (approximately 5.50 miles southeast) and the San Fernando Valley (approximately 5.0 miles northwest). In the vicinity of the Project Site, the Hollywood community is served by major arterial streets such as Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, Vine Street, and Western Avenue, and secondary arterial streets such as Fountain Avenue, Cahuenga Boulevard, Gower Street, Bronson Avenue, and Wilton Place.

The Project Site is located approximately less than one quarter-mile south of the Los Angeles County Metropolitan Transportation Authority's (Metro) Hollywood/Highland station. This station serves Metro's Red Line subway, which travels between Union Station in downtown Los

Angeles and North Hollywood in the San Fernando Valley at 10 minute intervals throughout the day. Additionally, transit bus service is provided along Sunset Boulevard adjacent to the Project Site by Metro and by LADOT's Downtown Area Shuttle (DASH) service. In the vicinity of the Project Site, there are existing designated bicycle routes traveling east and west along Selma Avenue and north and south along Orange Drive.

EXISTING SITE CONDITIONS

The Project Site is currently developed with various uses, including low-density commercial and office uses in the historic Crossroads of the World, as well as two residential duplexes, three multi-family residential apartment buildings, commercial and office uses, and surface parking lots. Overall, existing uses on-site total approximately 172,573 square feet (sf) of floor area, including a total of 84 residential dwelling units, 79,107 sf of office uses, 26,690 sf of retail uses, and 475 sf of restaurant uses. The Project Site also includes the segment of the Las Palmas Avenue right-of-way located south of Selma Avenue and north of Sunset Boulevard, which would be realigned with implementation of the Project.

PROJECT DESCRIPTION

The Project proposes to redevelop the Project Site with a mixed-use development that would retain, preserve, and rehabilitate Crossroads of the World. Upon buildout, the Project would consist of mixed-use buildings that include up to 950 residential units, 308 hotel rooms, approximately 95,000 sf of office uses, and approximately 185,000 sf of commercial uses, including the rehabilitation of Crossroads of the World. It is anticipated that the 185,000 sf of commercial space would consist of approximately 61,750 sf of retail uses, a 40,000 sf supermarket, and 83,200 sf of restaurant uses.

The conceptual project site plan is shown in Figure 1.

The Project would also provide vehicular and pedestrian circulation improvements, including the establishment of a new pedestrian passageway that would extend diagonally from Sunset Boulevard fronting Crossroads of the World to the intersection of Selma Avenue & McCadden

Place. The Project would realign the segment of Las Palmas Avenue north of Sunset Boulevard to directly align with the segment of Las Palmas Avenue south of Sunset Boulevard, creating a continuous street at Sunset Boulevard and providing improved connectivity and safety.

Parking for the Project would be provided on-site within subterranean garages. Vehicular access to the parking facilities would be provided via one driveway on Selma Avenue, one driveway on Highland Avenue, two driveways on McCadden Place and four driveways on Las Palmas Avenue. Loading areas and a valet drop-off area will also be accessed along Las Palmas Avenue for commercial uses and along McCadden Place and Selma Avenue for hotel uses.

Las Palmas Avenue Realignment Related Improvements

The Project also includes on-site and off-site improvements to the existing sanitary sewer system related to the realignment of Las Palmas Avenue. Specifically, the on-site 30-inch sewer main under Las Palmas Avenue between Selma Avenue and Sunset Boulevard would be removed and replaced with new sewer mains in the following off-site locations:

- Selma Avenue between Las Palmas Avenue and Cassil Place
- Cassil Place between Selma Avenue and Sunset Boulevard
- Sunset Boulevard between Cassil Place and Las Palmas Avenue

New sewer mains would be constructed in accordance with Los Angeles Department of Public Works Bureau of Sanitation requirements. Additionally, a subsurface vacation of Las Palmas Avenue would be required to construct the proposed parking garage in that portion of the Project Site.

TRAFFIC ANALYSIS METHODOLOGY

Study Scope and Analysis Conditions

The scope of analysis for this study was developed in consultation with LADOT, as well as from input received during the public scoping process in November 2015. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated January 6, 2016, which was reviewed and approved by LADOT. As part of the MOU, a review of the freeway impact analysis screening criteria on the California Department of Transportation (Caltrans) facilities (i.e., ramps and freeway segments) was prepared pursuant to the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (State of California and City of Los Angeles, December 15, 2015) ("Caltrans Agreement"). A copy of the signed MOU is provided in Appendix A.

This study analyzes the potential Project-generated traffic impacts on the street system in the vicinity of the Project Site as compared to existing conditions at the time the Project's Notice of Preparation (NOP) was issued (October 22, 2015) and projected future conditions at the time the Project is expected to be completed (Year 2022). Potential intersection impacts were evaluated for typical weekday AM (7:00 AM to 10:00 AM) and PM (3:00 PM to 6:00 PM) peak periods. A total of 111 signalized intersections and 12 unsignalized intersections in the vicinity of the Project Site within the Cities of Los Angeles and West Hollywood were selected for detailed traffic analysis. They are listed in Tables 1A and 1B and shown in Figure 2.

This traffic study evaluates the potential for impacts caused by the Project on the street system surrounding the Project Site. Consistent with *Traffic Study Policies and Procedures* (LADOT, August 2014), the following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (Year 2015) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Study Area. Intersection turning movement counts were collected in May 2015 and, for the purposes of this analysis, represent existing conditions. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was also collected and reconfirmed in late 2015. Intersection lane

configurations are provided in Appendix B, traffic count worksheets in Appendix C, and level of service (LOS) worksheets in Appendix D.

- Existing with Project Conditions (Year 2015) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions. This analysis evaluates the potential Project-related traffic impacts as compared to Existing Conditions.

- Existing with Project with Mitigation Conditions (Year 2015) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions, including the effect of any mitigation. In this analysis condition, the Project-generated traffic with mitigation incorporated is added to the Existing Conditions.

- Future without Project Conditions (Year 2022) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by year 2022. The Future without Project traffic conditions are projected by adding ambient traffic growth and traffic from related projects to Existing Conditions. This analysis provides the conditions by which the Project impacts are evaluated in the future at full buildout.

- Future with Project Conditions (Year 2022) – This analysis projects the potential intersection operating conditions that could be expected if the Project were built in the projected buildout year. This analysis identifies the potential incremental impacts of the Project at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the Project-generated traffic to the Future without Project traffic forecasts.

- Future with Project with Mitigation Conditions (Year 2022) – This analysis projects the potential intersection operating conditions that could be expected if the Project were built in the projected buildout year, including the effect of any mitigation. In this analysis condition, the Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions.

Signalized Intersection Analysis Methodology

Intersection capacity has been analyzed using the "Critical Movement Analysis (CMA) – Planning" (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) methodology in accordance with the *Traffic Study Policies and Procedures*. The CMA methodology was implemented using LADOT's Calcadb Lite spreadsheet application to analyze intersection operating conditions. The methodology calculates the volume-to-capacity (V/C) ratio, which is used to determine the intersection LOS according to the LOS definitions provided in Table 2. LOS worksheets for each scenario are provided in Appendix D.

The Automated Traffic Surveillance and Control (ATSAC) system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been implemented in the City. ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay Is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

Each of the signalized study intersections under LADOT jurisdiction is equipped with both ATSAC and ATCS. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to each intersection to reflect the benefits of ATSAC and ATCS control. The capacity increases are applied within the Calcadb Lite software and, therefore, are inherent in the analysis results.

Unsignalized Intersection Analysis Methodology

Based on *Traffic Study Policies and Procedures*, the unsignalized intersections were evaluated to determine the need for the installation of a traffic signal. The unsignalized intersections were analyzed using *2010 Highway Capacity Manual* (Transportation Research Board, 2010) (HCM) methodology to determine the overall intersection delay. The HCM methodology calculates the average delay, in seconds, of a vehicle passing through the intersection in any direction. The

average delay is used to determine the intersection LOS according to the LOS definitions provided in Table 2. The analysis worksheets for each scenario are provided in Appendix D.

Pursuant to *Traffic Study Policies and Procedures*, if, based on the estimated delay, the resultant LOS is E or F in the Future with Project Conditions, the intersection should be evaluated for the potential installation of a new traffic signal through a traffic signal warrant analysis. It should be noted that the determination that an unsignalized intersection meets the criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision on whether a traffic signal should be installed is made by the governing jurisdictions taking into consideration other factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

IMPACT CRITERIA AND SIGNIFICANCE THRESHOLDS

Signalized Intersections

The significance of the potential impacts of Project generated traffic at the signalized study intersections was determined using criteria identified in *Traffic Study Policies and Procedures*. LADOT guidelines indicate that a project is considered to have a significant traffic impact on a signalized intersection if the increase in the V/C ratio attributable to the project exceeds a specific threshold depending on the final intersection LOS. LADOT has developed a sliding scale methodology in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases:

Intersection Conditions with Project Traffic		**Significant Impact Threshold for Project-related Increase in V/C Ratio**
LOS	**V/C**	
C	0.701 – 0.800	Equal to or greater than 0.04
D	0.801 – 0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

Source: City of Los Angeles.

The relative impact of the added traffic volumes to be generated by the Project was evaluated based on analysis of existing and future operating conditions at the study intersections, with and

without the Project. According to the methodology of LADOT, no significant impacts are deemed to occur at intersections operating at LOS A or B due to sufficient capacity provided to accommodate Project-related traffic increases with little effect on intersection operations.

Study intersections located within or partially within City of West Hollywood jurisdiction were also analyzed using the following City of West Hollywood significance thresholds. The City of West Hollywood has adopted a sliding scale for determining significant traffic impacts to intersections. The significant impact criteria are based on a minimum allowable increase in delay attributable to a project as the overall LOS of the intersection decreases:

Intersection Conditions with Project Traffic		**Project-Related Increase of Delay (seconds)**
Level of Service	**Intersection Delay (seconds)**	
Signalized Intersection of Two Commercial Corridors		
D	35.1 - 55.0	⩾ 12.0
E or F	> 55.0	⩾ 8.0
Other Signalized Intersection		
D	35.1 - 55.0	⩾ 8.0
E or F	> 55.0	⩾ 5.0

Source: City of West Hollywood

According to the methodology of the City of West Hollywood, no significant impacts are deemed to occur at intersections operating at LOS A, B, or C due to sufficient capacity provided to accommodate Project-related traffic increases with little effect on intersection operations.

Residential Street Segments

As outlined in *Traffic Study Policies and Procedures*, a local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes as follows:

Projected ADT with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	120 trips or more
1,000 to 1,999	12% or more of Final ADT
2,000 to 2,999	10% or more of Final ADT
3,000 or more	8% or more of Final ADT

ADDITIONAL TRAFFIC ANALYSES

Congestion Management Program

An analysis also was conducted according to *2010 Los Angeles County Congestion Management Program* (CMP) (Metro, 2010) guidelines. The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed (1) for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the AM or PM weekday peak hours and (2) all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the AM or PM weekday peak hours. In addition, it requires a review of potential impacts to the regional transit system.

The required CMP analyses were performed, as detailed in Chapter 11, in accordance with the TIA guidelines referenced in the CMP.

Caltrans

Caltrans facilities were evaluated according to the requirements of the Caltrans Agreement. The agreement identifies a series of screening criteria that, if any are met by the Project, require a more detailed analysis of Caltrans facilities. The detailed analysis was conducted using the HCM methodology, in accordance with *Guide for the Preparation of Traffic Impact Studies*

(Caltrans, December 2002) ("Caltrans TIS Guide"). Caltrans does not identify specific incremental criteria by which to measure the significance of impacts to freeway mainline segments or intersections and, therefore, it is not possible to identify whether a specific facility would be significantly impacted under Caltrans criteria. In the absence of specific Caltrans criteria for evaluating impacts, the freeway mainline segments and Caltrans intersections were analyzed for the Project's effect on operating conditions, based conservatively on the CMP significance criteria. The detailed Caltrans analysis is presented in Chapter 11.

State of California Senate Bill No. 743

Senate Bill 743 (SB 743) (Steinberg, 2013), made effective in January 2014, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions (GHG), creation of multimodal networks and promotion mixed-use developments. Although originally scheduled to be fully implemented in guidelines by January 1, 2016, an extension has allowed cities more time to establish an analysis methodology.

The Project characteristics (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage non-auto modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc., and therefore, would reduce vehicle miles traveled (VMT) to the Project Site and associated transportation-related GHG emissions.

The Project Site represents an urban/compact infill location within the Hollywood community of the City of Los Angeles and is located within 1,500 feet of the Metro's Hollywood/Highland light rail transit station, as well as numerous transit lines. .The Project is also located along two major corridors, Sunset Boulevard and Highland Avenue. The location efficiency of the Project Site would result in synergistic benefits that would reduce vehicle trips and VMT. Further, the Project would be located within an area that offers access to other nearby retail and entertainment destinations, including Hollywood & Highland Center an entertainment complex approximately 0.20 miles northwest of the Project Site. The Project Site would also be located within 5.5 miles of Downtown Los Angeles, a primary job center. Access to on-site uses would be provided from

existing pedestrian pathways, as well as adequate bicycle parking for residential and commercial uses. The Project would provide an internal pedestrian network that links to the existing off-site pedestrian network including existing off-site sidewalks. Streets within a half mile of the Project Site are equipped with sidewalks and approximately 25% of the intersections include marked crosswalks and/or countdown signal timers. The combined effects of these factors would reduce the Project's anticipated vehicle trips and VMTs and encourage walking and non-auto forms of transportation, which results in corresponding reductions in transportation-related emissions.

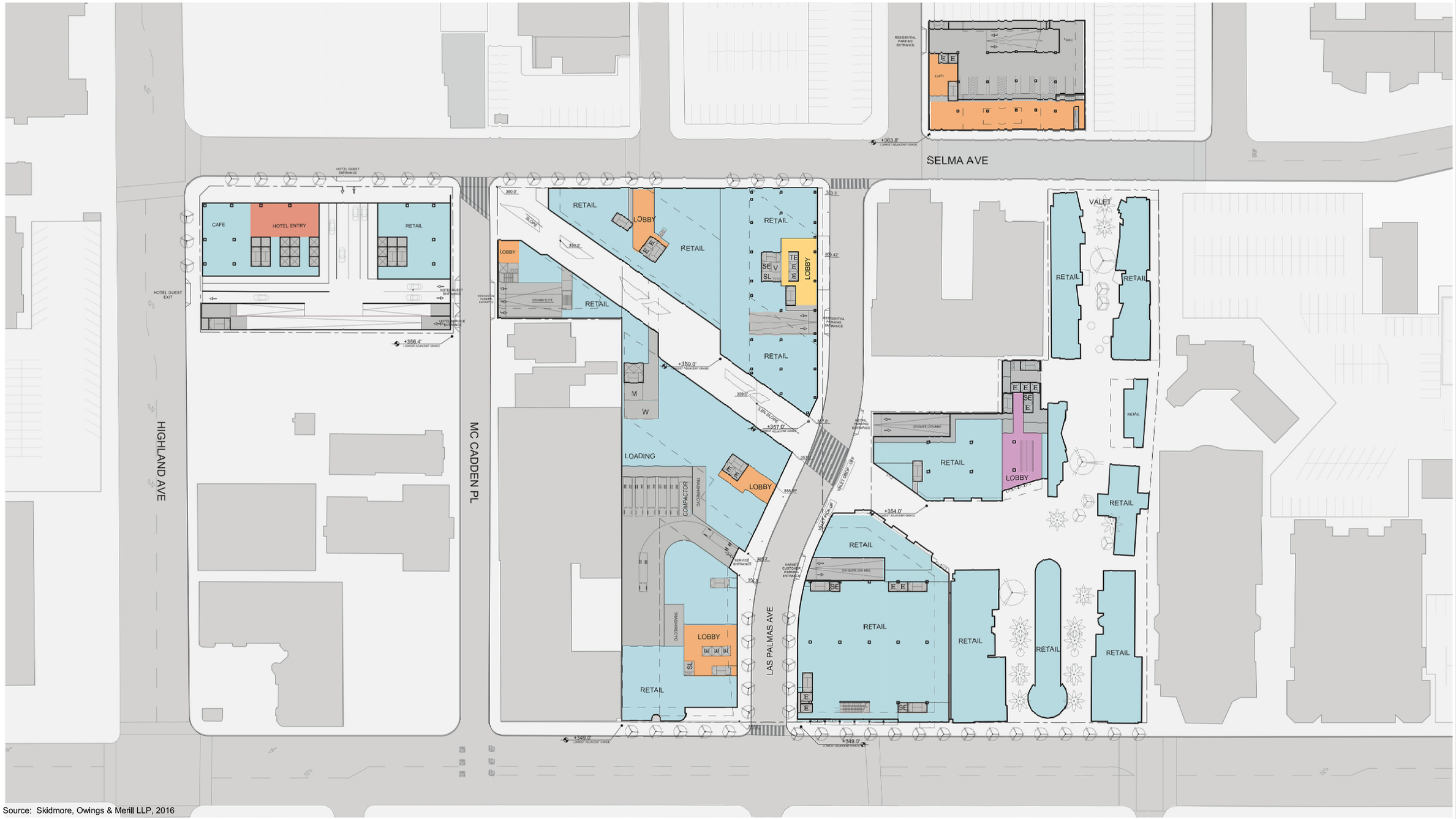
Additional Review and Analysis

In addition to the various intersection analyses and the CMP analysis discussed above, this study includes a review of various other features and conditions related to the proposed Project. These include a review of Project access and circulation, parking requirements and proposed supply, and an analysis of potential traffic impacts associated with the Project's construction.

ORGANIZATION OF REPORT

This report is divided into 15 chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 forecasts the Future without Project Conditions. Chapter 4 describes the procedure used to forecast Project traffic volumes and distribution through the Study Area. Chapter 5 presents the intersection operating conditions associated with construction of the Project on top of Existing Conditions. Chapter 6 presents the intersection operating conditions associated with construction of the Project on top of Future without Project Conditions (year 2022). Chapter 7 identifies the potential significant traffic impacts, prior to mitigation, of the proposed Project under Existing with Project and Future with Project Conditions. Chapter 8 describes the traffic improvement and mitigation program designed to reduce the impacts of the Project to the extent possible. Chapter 9 presents the intersection operations of the unsignalized intersections and the signal warrant analysis. Chapter 10 presents the regional CMP analysis. Chapter 11 presents the analyses of Caltrans facilities. Chapter 12 describes site access and internal circulation. Chapter 13 presents the analysis of the Project's neighborhood intrusion impacts. Chapter 14 presents the impacts associated with the construction phase of the Project. The

Appendices contain supporting documentation and additional details of the technical analyses, as well as the additional analysis described above.



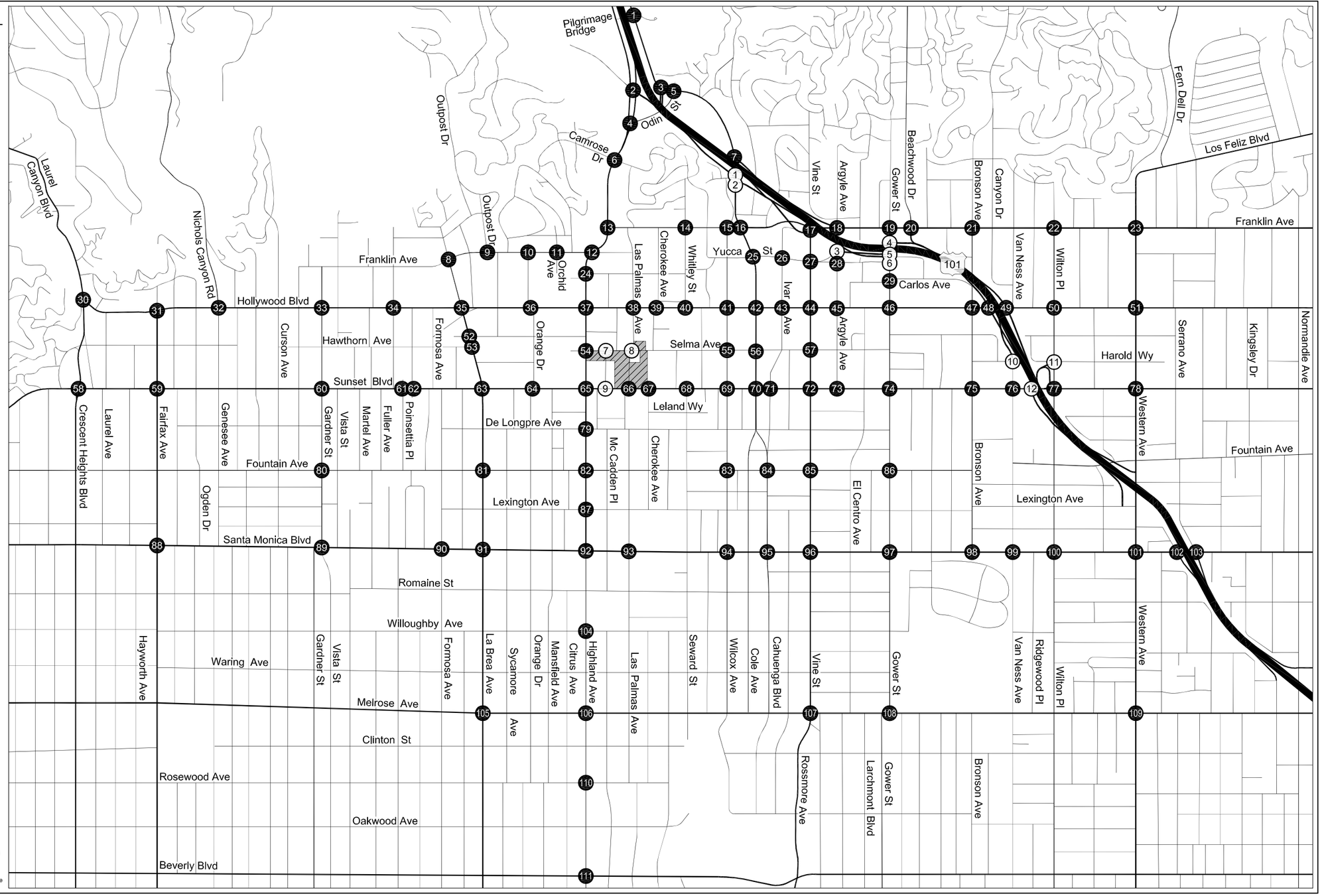
Source: Skidmore, Owings & Merill LLP, 2016

PROPOSED SITE PLAN

FIGURE 1

LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized



STUDY AREA AND ANALYZED LOCATIONS

FIGURE 2

TABLE 1A
SIGNALIZED STUDY INTERSECTIONS

No	Intersection	Jurisdiction
1.	Caheuenga Blvd East & Pilgrimage Bridge	City of Los Angeles
2.	Highland Ave / US-101 NB On-ramp & Pat Moore Wy / Hollywood Bowl Rd / US-101 SB On-Ramp	City of Los Angeles/Caltrans
3.	US-101 NB Off-Ramp & Cahuenga Blvd	City of Los Angeles/Caltrans
4.	Highland Ave & Odin St	City of Los Angeles
5.	Odin St & Cahuenga Blvd	City of Los Angeles/Caltrans
6.	Highland Ave & Camrose Dr / Milner Rd	City of Los Angeles
7.	Cahuenga Blvd & US-101 NB Off-Ramp	City of Los Angeles/Caltrans
8.	La Brea Ave & Franklin Ave	City of Los Angeles
9.	Outpost Dr & Franklin Ave	City of Los Angeles
10.	Orange Dr & Franklin Ave	City of Los Angeles
11.	Orchid Ave & Franklin Ave	City of Los Angeles
12.	Highland Ave & Franklin Ave (South)	City of Los Angeles
13.	Highland Ave & Franklin Ave (North)	City of Los Angeles
14.	Whitley Ave & Franklin Ave	City of Los Angeles
15.	Wilcox Ave & Franklin Ave	City of Los Angeles
16.	Cahuenga Blvd & Franklin Ave	City of Los Angeles
17.	Vine St & Franklin Ave / US-101 SB Off-Ramp	City of Los Angeles/Caltrans
18.	Argyle Ave / US-101 NB On-Ramp & Franklin Ave	City of Los Angeles/Caltrans
19.	Gower St & Franklin Ave	City of Los Angeles
20.	Beachwood Dr & Franklin Ave	City of Los Angeles
21.	Bronson Ave & Franklin Ave	City of Los Angeles
22.	Wilton Pl & Franklin Ave	City of Los Angeles
23.	Western Ave & Franklin Ave	City of Los Angeles
24.	Highland Ave & Johnny Grant Way / Yucca St	City of Los Angeles
25.	Cahuenga Blvd & Yucca St	City of Los Angeles
26.	Ivar Ave & Yucca St	City of Los Angeles
27.	Vine St & Yucca St	City of Los Angeles
28.	Argyle Ave & Yucca St	City of Los Angeles
29.	Gower St & Carlos Ave	City of Los Angeles
30.	Laurel Canyon Blvd & Hollywood Blvd	City of Los Angeles
31.	Fairfax Ave & Hollywood Blvd	City of Los Angeles
32.	Nichols Canyon Rd / Genesee Ave & Hollywood Blvd	City of Los Angeles
33.	Gardner St & Hollywood Blvd	City of Los Angeles
34.	Fuller Ave & Hollywood Blvd	City of Los Angeles
35.	La Brea Ave & Hollywood Blvd	City of Los Angeles
36.	Orange Dr & Hollywood Blvd	City of Los Angeles
37.	Highland Ave & Hollywood Blvd	City of Los Angeles
38.	Las Palmas Ave & Hollywood Blvd	City of Los Angeles
39.	Cherokee Ave & Hollywood Blvd	City of Los Angeles
40.	Whitley Ave & Hollywood Blvd	City of Los Angeles
41.	Wilcox Ave & Hollywood Blvd	City of Los Angeles
42.	Cahuenga Blvd & Hollywood Blvd	City of Los Angeles
43.	Ivar Ave & Hollywood Blvd	City of Los Angeles
44.	Vine St & Hollywood Blvd	City of Los Angeles
45.	Argyle Ave & Hollywood Blvd	City of Los Angeles
46.	Gower St & Hollywood Blvd	City of Los Angeles
47.	Bronson Ave & Hollywood Blvd	City of Los Angeles
48.	US-101 SB Ramps & Hollywood Blvd	City of Los Angeles
49.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	City of Los Angeles
50.	Wilton Pl & Hollywood Blvd	City of Los Angeles
51.	Western Ave & Hollywood Blvd	City of Los Angeles
52.	La Brea Ave & Hawthorn Ave (North)	City of Los Angeles
53.	La Brea Ave & Hawthorn Ave (South)	City of Los Angeles
54.	Highland Ave & Selma Ave	City of Los Angeles
55.	Wilcox Ave & Selma Ave	City of Los Angeles
56.	Caheuenga Blvd & Selma Ave	City of Los Angeles
57.	Vine St & Selma Ave	City of Los Angeles
58.	Crescent Heights Blvd & Sunset Blvd	City of Los Angeles
59.	Fairfax Ave & Sunset Blvd	City of Los Angeles
60.	Gardner St & Sunset Blvd	City of Los Angeles
61.	Poinsettia Pl (West) & Sunset Blvd	City of Los Angeles
62.	Poinsettia Pl (East) & Sunset Blvd	City of Los Angeles
63.	La Brea Ave & Sunset Blvd	City of Los Angeles
64.	Orange Dr & Sunset Blvd	City of Los Angeles
65.	Highland Ave & Sunset Blvd	City of Los Angeles
66.	Las Palmas Ave & Sunset Blvd	City of Los Angeles
67.	Cherokee Ave & Sunset Blvd	City of Los Angeles
68.	Seward St & Sunset Blvd	City of Los Angeles

TABLE 1A (CONTINUED)
SIGNALIZED STUDY INTERSECTIONS

No	Intersection	Jurisdiction
69.	Wilcox Ave & Sunset Blvd	City of Los Angeles
70.	Cahuenga Blvd & Sunset Blvd	City of Los Angeles
71.	Ivar Ave & Sunset Blvd	City of Los Angeles
72.	Vine St & Sunset Blvd	City of Los Angeles
73.	Argyle Ave & Sunset Blvd	City of Los Angeles
74.	Gower St & Sunset Blvd	City of Los Angeles
75.	Bronson Ave & Sunset Blvd	City of Los Angeles
76.	Van Ness Ave & Sunset Blvd	City of Los Angeles
77.	Wilton Pl & Sunset Blvd	City of Los Angeles
78.	Western Ave & Sunset Blvd	City of Los Angeles
79.	Highland Ave & De Longpre Ave	City of Los Angeles
80.	Gardner St & Fountain Ave	City of Los Angeles/City of West Hollywood
81.	La Brea Ave & Fountain Ave	City of Los Angeles/City of West Hollywood
82.	Highland Ave & Fountain Ave	City of Los Angeles
83.	Wilcox Ave & Fountain Ave	City of Los Angeles
84.	Cahuenga Blvd & Fountain Ave	City of Los Angeles
85.	Vine St & Fountain Ave	City of Los Angeles
86.	Gower St & Fountain Ave	City of Los Angeles
87.	Highland Ave & Lexington Ave	City of Los Angeles
88.	Fairfax Ave & Santa Monica Blvd	City of West Hollywood
89.	Gardner St & Santa Monica Blvd	City of West Hollywood
90.	Formosa Ave & Santa Monica Blvd	City of West Hollywood
91.	La Brea Ave & Santa Monica Blvd	City of West Hollywood
92.	Highland Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
93.	Las Palmas Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
94.	Wilcox Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
95.	Cahuenga Blvd & Santa Monica Blvd	City of Los Angeles/Caltrans
96.	Vine St & Santa Monica Blvd	City of Los Angeles/Caltrans
97.	Gower St & Santa Monica Blvd	City of Los Angeles/Caltrans
98.	Bronson Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
99.	Van Ness Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
100.	Wilton Pl & Santa Monica Blvd	City of Los Angeles/Caltrans
101.	Western Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
102.	US-101 SB On-Ramp & Santa Monica Blvd	City of Los Angeles/Caltrans
103.	US-101 NB Off-Ramp / Serrano Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
104.	Highland Ave & Willoughby Ave	City of Los Angeles
105.	La Brea Ave & Melrose Ave	City of Los Angeles
106.	Highland Ave & Melrose Ave	City of Los Angeles
107.	Vine St & Melrose Ave	City of Los Angeles
108.	Gower St & Melrose Ave	City of Los Angeles
109.	Western Ave & Melrose Ave	City of Los Angeles
110.	Highland Ave & Rosewood Ave	City of Los Angeles
111.	Highland Ave & Beverly Blvd	City of Los Angeles

TABLE 1B
UNSIGNALIZED STUDY INTERSECTIONS

No	Intersection	Jurisdiction
1.	Cahuenga Blvd & US-101 SB Off-Ramp	City of Los Angeles/Caltrans
2.	Cahuenga Blvd & US-101 SB On-Ramp	City of Los Angeles/Caltrans
3.	Argyle Ave & US-101 SB On-Ramp	City of Los Angeles/Caltrans
4.	Gower St & US-101 NB Off-Ramp	City of Los Angeles/Caltrans
5.	Gower St & US-101 SB Off-Ramp / Yucca St	City of Los Angeles/Caltrans
6.	Gower St & Yucca St	City of Los Angeles
7.	McCadden Pl & Selma Ave	City of Los Angeles
8.	Las Palmas Ave & Selma Ave	City of Los Angeles
9.	McCadden Pl & Sunset Blvd	City of Los Angeles
10.	US 101 SB Off-Ramp / Van Ness Ave & Harold Way	City of Los Angeles/Caltrans
11.	Wilton Pl & US-101 NB Off-Ramp / Harold Way	City of Los Angeles/Caltrans
12.	US 101 SB On-Ramp & Sunset Blvd	City of Los Angeles/Caltrans

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS

Level of Service	**Signalized V/C Ratio** [a]	**Unsignalized Delay (seconds)** [b]	**Definition**
A	0.000 - 0.600	0.0 - 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	10.1 - 15.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	15.1 - 25.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	25.1 - 35.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	35.1 - 50.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	> 50.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Notes

[a] *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980).

[b] *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

Chapter 2
Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project Study Area. The Existing Conditions analysis includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation at the time of the NOP issuance.

STUDY AREA

The Project's traffic analysis Study Area, shown in Figure 2, includes a geographic area that is generally bounded by US 101 to the north, Western Avenue to the east, Beverly Boulevard to the south, and Crescent Heights Boulevard to the west.

A traffic analysis study area generally comprises those intersections with the greatest potential to experience significant traffic impacts due to the project as defined by the City, including intersections that are:

1. Immediately adjacent or in close proximity to the project site
2. In the vicinity of the project site that are documented to have current or projected future adverse operational issues
3. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections)

The Project's traffic analysis Study Area was established in consultation with the City, based on the above criteria, as well as peak hour Project trip generation, the anticipated distribution of Project traffic, and the existing intersections/corridor operations. It comprises those intersections with the reasonable potential to experience significant traffic impacts due to the Project.

A total of 123 intersections, including 111 signalized and 12 unsignalized, were identified during the MOU process for detailed analysis of the above conditions. The results of the traffic impact analysis detailed in this Traffic Study were reviewed to ensure that all potentially significantly impacted intersections, prior to mitigation, were analyzed, and that the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or beyond the Study Area periphery. As detailed later in this traffic study, the study intersections on the Study Area periphery are not anticipated to be significantly impacted by the Project and, thus, the analyzed locations are considered to be adequate such that no additional significant impacts are anticipated to occur beyond the traffic analysis Study Area. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the 123 study intersections. The existing lane configurations at the analyzed intersections are provided in Appendix B.

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including freeways, primary and secondary arterials, and collector and local streets which provide regional, sub-regional, or local access and circulation within the Study Area. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

Street classifications for roadways within the City of Los Angeles are designated in the *Mobility Plan 2035, An Element of the General Plan* (Los Angeles Department of City Planning, January 2016) (the "Mobility Plan") and the *City of Los Angeles Transportation Element of the General Plan* ("1999 Transportation Element of the General Plan") (Los Angeles Department of City Planning, 1999) previously in effect. The Mobility Plan revised street standards previously outlined in the 1999 Transportation Element of the General Plan in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The available facilities in the Study Area are defined by the following in the Mobility Plan:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.

- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:

    - Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:

        - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph

        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph

    - Avenues pass through both residential and commercial areas and include three categories:

        - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph

        - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph

        - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph

- Collector Streets are generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with operating speed of 25 mph.

- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local streets include two categories:

    - Continuous local streets connect to other streets at both ends

    - Non-continuous local streets lead to a dead-end

The Mobility Plan is currently under litigation that could potentially result in its nullification. In that scenario, the 1999 Transportation Element of the General Plan would once more be in effect. Arterial streets are designated as the following in the 1999 Transportation Element of the General Plan:

- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into three categories: Major Class Highway I, Major Class Highway II, and Secondary Highway.
    - Major Highway Class I has average daily traffic (ADT) of more than 50,000.
    - Major Highway Class II is typically spaced one mile apart in a grid system, with an ADT of 30,000 to 50,000.
    - Secondary Highway supplements the through-traffic characteristics of major highways and typically located one mile apart midway between major highways, with an ADT of 20,000 to 30,000.

The street classifications for roadways located within the City of West Hollywood are designated in *West Hollywood General Plan 2035* ("West Hollywood General Plan") (City of West Hollywood, 2011). The following is a brief description of the major streets in the traffic analysis Study Area: The available facilities are defined by the following in the *West Hollywood General Plan*:

- Arterial Streets are roadways that primarily serve regional as well as local vehicular traffic along commercial corridors.
- Secondary/Collector Streets are roadways that generally carry vehicular traffic to and from the residential neighborhood.
- Local Streets are roadways that primarily serve the residential neighborhood.

Primary regional access to the Project Site is provided by US 101. The major arterials providing regional and sub-regional access to the traffic analysis Study Area include Highland Avenue, Hollywood Boulevard, Sunset Boulevard, and Santa Monica Boulevard. The following is a brief description of the major roadways in the traffic analysis Study Area, including their classification under both the Mobility Plan and the 1999 Transportation Element of the General Plan, as well as the West Hollywood General Plan for reference:

Freeways

- US 101 – US 101 generally runs in the northwest-southeast direction and is located approximately 1.25 miles east of the Project Site. In the vicinity of the Study Area, US 101 provides four travel lanes in each direction. Access to and from US 101 is available via interchanges at Cahuenga Boulevard, Highland Avenue, Western Avenue, Franklin Avenue, Gower Street, Hollywood Boulevard, Sunset Boulevard, and Santa Monica Boulevard.

Roadways

- Crescent Heights Boulevard – Crescent Heights Boulevard is a designated Avenue III in the Mobility Plan and was previously a designated Secondary Highway in the 1999 Transportation Element of the General Plan within the City of Los Angeles. Crescent Heights Boulevard is a designated Arterial Street in the West Hollywood General Plan. It travels in the north-south direction, and is located west of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Unmetered parking is generally available on both sides of the street between Sunset Boulevard and Santa Monica Boulevard. Two-hour metered and unmetered parking is generally provided with AM peak hour restrictions on the west side of the street and PM peak hour restrictions on the east side of the street between Waring Avenue and Beverly Boulevard. Unmetered parking is generally provided with AM peak hour restrictions on the west side of the street and PM peak hour restrictions on the east side of the street between Santa Monica Boulevard and Beverly Boulevard.

- Fairfax Avenue – Fairfax Avenue is a designated Boulevard II north of Melrose Avenue and an Avenue II south of Melrose Avenue in the Mobility Plan and was previously a designated Major Highway Class II in the 1999 Transportation Element of the General Plan within the City of Los Angeles. Fairfax Avenue is a designated Arterial Street in the West Hollywood General Plan. It travels in the north-south direction, and is located west of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Two-hour unmetered and metered parking (except by parking permit) is generally provided on both sides of the street

- Nichols Canyon Road – Nichols Canyon Road is a designated Collector Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction, and is located northwest of the Project Site. It generally provides two travel lanes, one lane in each direction. On-street parking is generally prohibited within the traffic analysis Study Area.

- Gardner Street– Gardner Street is a designated Avenue III in the Mobility Plan and previously a designated Collector Street in the 1999 Transportation Element of the General Plan within the City of Los Angeles. Gardner Street is a designated Local Street in the West Hollywood General Plan. It travels in the north-south direction, and is located west of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Fuller Avenue – Fuller Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan within the City of Los Angeles. Fuller Avenue is also a designated Local Street in the West Hollywood General Plan. It travels in the north-south direction, and is located west of the Project Site. It generally provides two travel lanes, one lane in each direction. Unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Poinsettia Place – Poinsettia Place is a designated Collector Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan within the City of Los Angeles. Poinsettia Place is a designated Local Street in the West Hollywood General Plan. It travels in the north-south direction, and is located west of the Project Site. It

generally provides two travel lanes, one lane in each direction. Two-hour metered and 15-minute unmetered parking is generally provided on the west side of the street and unmetered parking is generally provided on the east side of the street within the traffic analysis Study Area.

- La Brea Avenue – La Brea Avenue is a designated Avenue I in the Mobility Plan and was previously a designated Major Highway Class II south of Hollywood Boulevard and a designated Secondary Highway north of Hollywood Boulevard in the 1999 Transportation Element of the General Plan within the City of Los Angeles. La Brea Avenue is a designated Arterial Street in the West Hollywood General Plan. It travels in the north-south direction, and is located west of the Project Site. It generally provides four to six travel lanes, two to three lanes in each direction, and left-turn lanes at most intersections. Permit-only parking is provided north of Franklin Avenue and one-hour and two-hour metered parking with peak hour restrictions is generally provided on both sides of the street within the traffic analysis Study Area.

- Outpost Drive – Outpost Drive is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located northwest of the Project Site. It generally provides two travel lanes, one in each direction. Parking is not permitted on either side of the street within the traffic analysis Study Area.

- Orange Drive – Orange Drive is a designated Collector Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located west of the Project Site. It generally provides two travel lanes, one lane in each direction. Permit-only parking is provided north of Hollywood Boulevard and one-hour and two-hour metered parking, as well as unmetered parking is generally provided on both sides of the street south of Hollywood Boulevard within the traffic analysis Study Area.

- Highland Avenue – Highland Avenue is a designated Avenue I south of Franklin Avenue and a designated Boulevard II north of Franklin Avenue in the Mobility Plan and was previously a designated Major Highway Class II in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located adjacent to the western boundary of the Project Site. It generally provides four to six travel lanes, two to three lanes in each direction, and left-turn lanes at most intersections north of Melrose Avenue. One and two-hour metered parking is generally provided on both sides of the street south of Hollywood Boulevard within the traffic analysis Study Area.

- Las Palmas Avenue – Las Palmas Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction, and is located adjacent to the western boundary of a portion of the Project Site. It generally provides two travel lanes, one lane in each direction. One and two-hour metered and unmetered parking is generally provided (except by permit) on both sides of the street within the traffic analysis Study Area.

- Cherokee Avenue – Cherokee Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides two travel

lanes, one lane in each direction. Two-hour metered parking and unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Whitley Avenue – Whitley Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction, and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction. One and two-hour metered and unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Wilcox Avenue – Wilcox Avenue is a designated Avenue III in the Mobility Plan and was previously a designated Collector Street in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It provides two travel lanes, one lane in each direction. One-hour and two-hour metered and unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Cahuenga Boulevard – Cahuenga Boulevard is a designated Avenue II south of Franklin Avenue and a designated Avenue I north of Franklin Avenue in the Mobility Plan and was previously a designated Secondary Highway south of Franklin Avenue and Major Highway Class II north of Franklin Avenue in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Two-hour metered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Vine Street – Vine Street is a designated Avenue II in the Mobility Plan and was previously a designated Major Highway Class II in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered and unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Argyle Avenue – Argyle Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Gower Street – Gower Street is a designated Avenue III in the Mobility Plan and was previously a designated Secondary Highway in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. One-hour metered parking with PM peak hour restrictions is generally available on the west side of the street and one-hour metered parking with AM and PM peak hour restrictions is generally available on the east side of the street between Hollywood Boulevard and Sunset Boulevard. Unmetered parking is generally provided on both sides of the street north of Hollywood Boulevard and south of Sunset Boulevard within the traffic analysis Study Area.

- Beachwood Drive – Beachwood Drive is a designated Collector Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located northeast of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Bronson Avenue – Bronson Avenue is a designated Avenue III in the Mobility Plan, and was previously a designated Secondary Highway in the 1999 Transportation Element of the General Plan. It travels in the north-south direction, and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Two-hour unmetered parking is generally available on the west side of the street and unmetered parking is generally available on the east side of the street between Franklin Avenue and Yucca Street. Unmetered parking is generally provided on both sides of the street south of Yucca Street within the traffic analysis Study Area.

- Van Ness Avenue – Van Ness Avenue is a designated Collector Street south of US 101 and a Local Street north of US 101 in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Two-hour unmetered parking is generally available on the west side of the street and unmetered parking is generally provided on the east side of the street within the traffic analysis Study Area.

- Wilton Place – Wilton Place is a designated Avenue III in the Mobility Plan and was previously a designated Secondary Highway in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides two to four travel lanes, one to two lanes in each direction, and left-turn lanes at most intersections. Unmetered parking is generally available on both sides of the street north of Hollywood Boulevard. Unmetered parking with peak hour restrictions is generally provided on both sides of the street south of Hollywood Boulevard within the traffic analysis Study Area.

- Western Avenue – Western Avenue is a designated Avenue III in the Mobility Plan and was previously a designated Major Highway Class II in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered and unmetered parking is generally provided on both sides of the street between Franklin Avenue and Sunset Boulevard. One-hour metered parking is generally provided on the west side of the street south of Sunset Boulevard within the traffic analysis Study Area.

- Pilgrimage Bridge – Pilgrimage Bridge is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located north of the Project Site It generally provides two travel lanes, one lane in each direction. On-street parking is prohibited within the traffic analysis Study Area.

- Odin Street – Odin Street is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at intersections. On-street parking is generally not provided within the traffic analysis Study Area.

- Camrose Drive – Camrose Drive is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at intersections. Unmetered parking is generally provided on both sides of the street west of Highland Avenue within the traffic analysis Study Area.

- Franklin Avenue – Franklin Avenue is a designated Avenue III west of Cahuenga Boulevard and a designated Avenue II east of Cahuenga Boulevard and was previously a designated Secondary Highway in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides two to four travel lanes, one to two lanes in each direction, and left-turn lanes at most intersections. Two-hour unmetered parking (with nighttime prohibitions, except by parking permit) is generally provided on the south side of the street and unrestricted parking is generally provided on the north side of the street between Las Palmas Avenue and Wilcox Avenue. Two-hour unmetered parking with PM peak hour restrictions is generally provided on the north side of the street and unrestricted parking is generally provided on the south side of the street between Cahuenga Boulevard and Ivar Avenue. Both One-hour unmetered and unrestricted curbside parking is generally provided on the south side of the street east of Ivar Avenue.

- Yucca Street – Yucca Street is a designated Local Street west of Cahuenga Boulevard and east of Vine Street and a designated Avenue II between Cahuenga Boulevard and Vine Street in the Mobility Plan and was previously a designated Local Street west of Cahuenga Boulevard and east of Vine Street and a designated a Secondary Highway between Cahuenga Boulevard and Vine Street in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Two-hour metered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Hollywood Boulevard – Hollywood Boulevard is a designated Avenue II west of La Brea Avenue and a designated Avenue I east of La Brea Avenue in the Mobility Plan and was previously a designated Secondary Highway west of La Brea Avenue and a designated Major Highway Class II in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One-hour metered parking is generally available on both sides of the street east of La Brea Avenue and unmetered parking with peak hour restrictions is generally provided on both sides of the street west of La Brea Avenue within the traffic analysis Study Area.

- Hawthorn Avenue – Hawthorn Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides two travel lanes, one lane in each direction. One and two-hour unmetered parking is generally provided (except by permit) on both sides of the street within the traffic analysis Study Area.

- Selma Avenue – Selma Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located adjacent to the northern boundary of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour metered parking (with nighttime prohibitions, except by parking permit) is generally provided on both sides of the street between Highland Avenue and Las Palmas Avenue. Two-hour metered parking is generally provided on both sides east of Las Palmas Avenue within the traffic analysis Study Area.

- Sunset Boulevard – Sunset Boulevard is a designated Avenue I in the Mobility Plan and was previously a designated Major Highway Class II in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located adjacent to the southern boundary of the Project Site. It generally provides four to six travel lanes, two to three lanes in each direction, and left-turn lanes at most intersections. Although parking restrictions are variable, one-hour metered parking with peak hour restrictions is generally provided on both sides of the street within the traffic analysis Study Area.

- Delongpre Avenue – Delongpre Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located south of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour unmetered parking with PM peak hour restrictions and unmetered parking is generally provided (except by permit) on both sides of the street near the Highland Avenue intersection.

- Fountain Avenue – Fountain Avenue is a designated Collector Street in the Mobility Plan and was previously a designated Secondary Highway in the General Plan within the City of Los Angeles. Fountain Avenue is a designated Collector Street in the West Hollywood General Plan. It travels in the east-west direction and is located south of the Project Site. It generally provides two to four travel lanes, one to two lanes in each direction, and left-turn lanes at most intersections. Unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Lexington Avenue – Lexington Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan within the City of Los Angeles. Lexington Avenue is also a designated Local Street in the West Hollywood General Plan. It travels in the east-west direction and is located south of the Project Site. It provides two travel lanes, one lane in each direction. Two-hour metered and unmetered parking (except by permit) is generally provided on both sides of the street within the traffic analysis Study Area.

- Santa Monica Boulevard – Santa Monica Boulevard is a designated Avenue I in the Mobility Plan and was previously a designated Major Highway Class II in the 1999 Transportation Element of the General Plan within the City of Los Angeles. Santa

Monica Boulevard is a designated Collector Street in the West Hollywood General Plan. It travels in the east-west direction and is located south of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Although parking restrictions vary along the corridor, one-hour metered parking with peak hour restrictions is generally provided on both sides of the street within the traffic analysis Study Area.

- Willoughby Avenue – Willoughby Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the east-west direction, and is located south of the Project Site. It generally provides two travel lanes, one lane in each direction. Unmetered parking is generally provided on both sides of the street.

- Melrose Avenue – Melrose Avenue is a designated Avenue II in the Mobility Plan and was previously a designated Secondary Highway in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located south of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Although parking restrictions vary along the corridor, one and two-hour metered parking on both sides of the street with peak hour restrictions is generally provided within the traffic analysis Study Area.

- Rosewood Avenue – Rosewood Avenue is a designated Collector Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the east-west direction, and is located south of the Project Site. It generally provides two travel lanes, one lane in each direction. Unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Beverly Boulevard – Beverly Boulevard is a designated Boulevard II in the Mobility Plan and was previously a designated Major Highway Class II in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located south of the Project Site. It provides four travel lanes, two lanes in each direction, and left-turn lanes at major intersections. One-hour metered parking is generally provided on both sides of the street west of La Brea Avenue within the Study Area. Unmetered parking is generally provided on both sides of the street between La Brea Avenue and Highland Avenue and on the south side of the street east of Rossmore Avenue within the traffic analysis Study Area.

EXISTING TRANSIT SYSTEM

The Project area is served by bus lines operated by Metro, LADOT DASH, LADOT Commuter Express (CE), and West Hollywood Cityline. Figure 3 illustrates the existing transit service in the Study Area. The following provides a brief description of the bus lines providing service in the Project vicinity:

- Metro Local 2 – Route 2 is a local line that travels from downtown Los Angeles to Pacific Palisades via Sunset Boulevard, with average headways of 10 to 15 minutes during the weekday AM and PM peak hours. This line provides service to Hollywood, West Hollywood, and Westwood and travels along Sunset Boulevard in the vicinity of the Project Site.

- Metro Local 4 – Route 4 is a local line that travels from Santa Monica to downtown Los Angeles via Santa Monica Boulevard, with average headways of 10 to 15 minutes during the weekday AM and PM peak hours. This line provides service to West Los Angeles, West Hollywood, and Echo Park. It travels along Santa Monica Boulevard in the vicinity of the Project Site.

- Metro Local 10 – Route 10 is a local line that travels from downtown Los Angeles to West Hollywood via Temple Street and Melrose Avenue, with average headways of 15 minutes during the weekday AM peak hours and 20 minutes during the weekday PM peak hours. This line provides service to Hollywood. It travels along Melrose Avenue in the vicinity of the Project Site.

- Metro Local 14 – Route 14 is a local line that travels from downtown Los Angeles to Beverly Hills via Beverly Boulevard, with average headways of 10 minutes during the weekday AM and PM peak hours. This line provides service to West Hollywood and travels along Beverly Boulevard in the vicinity of the Project Site.

- Metro Local 156 – Route 156 is a local line that travels from Panorama City to Hollywood via Highland Avenue, Vineland Avenue, and Van Nuys Boulevard, with average headways of 30 to 40 minutes during the weekday AM and PM peak hours. This line provides service to Van Nuys, and North Hollywood. It travels along Highland Avenue in the vicinity of the Project Site.

- Metro Local 175 – Route 175 is a local line that travels from Silver Lake to Hollywood via Hyperion Avenue and Fountain Avenue with average headways of 30 minutes during the weekday AM peak hour and one hour during the weekday PM peak hour. This line provides service to Los Feliz and travels along Fountain Avenue and Western Avenue in the vicinity of the Project Site.

- Metro Local 180/181 – Route 180/181 is a local line that travels from Hollywood to Altadena via Los Feliz Boulevard and Colorado Boulevard with average headways of approximately 35 to 40 minutes during the weekday AM and PM peak hours. This line provides service to Pasadena, Eagle Rock, and Glendale, and travels along Hollywood Boulevard in the vicinity of the Project Site.

- Metro Local 207 – Route 207 is a local line that travels from Hollywood to Athens via Western Avenue with average headways of 10 to 15 minutes during the weekday AM and PM peak hours. This line provides service to the Metro Green Line Crenshaw Station, the Metro Purple Line Wilshire/Western Station, and the Metro Red Line Hollywood/Western Station, and travels along Franklin Avenue and Western Avenue in the vicinity of the Project Site.

- Metro Local 210 – Route 210 is a local line that travels from Hollywood to Redondo Beach via Crenshaw Boulevard with average headways of 15 minutes during the weekday AM and PM peak hours. This line provides service to Torrance, the Metro Green Line Crenshaw Station, and the Metro Expo Line Expo/Crenshaw Station, and travels along Vine Street in the vicinity of the Project Site.

- Metro Local 212 – Route 212 is a local line that travels from the Hollywood/Vine Station to the Hawthorne/Lennox Station via La Brea Avenue with average headways of 15 to 20 minutes during the weekday AM and PM peak hours. This line provides service to Miracle Mile, Baldwin Hills, and Inglewood. It travels along La Brea Avenue in the vicinity of the Project Site.

- Metro Local 217 – Route 217 is a local line that travels from Vermont Avenue & Sunset Boulevard to Fairfax Avenue & Washington Boulevard with average headways of 15 to 20 minutes during the weekday AM and PM peak hours. This line provides service to Los Feliz, Hollywood, and Culver City, and travels along Hollywood Boulevard in the vicinity of the Project Site.

- Metro Local 218 – Route 218 is a local line that travels from Studio City to Beverly Hills via Laurel Canyon Boulevard with average headways of 30 to 35 minutes during the weekday AM and PM peak hours. This line provides service to Mount Olympus and West Hollywood, and travels along Laurel Canyon Boulevard in the vicinity of the Project Site.

- Metro Local 222 – Route 222 is a local line that travels from Sunland to Hollywood via Hollywood Way, Barham Boulevard, and Cahuenga Boulevard with average headways of 40 minutes during the weekday AM and PM peak hours. This line provides service to Sun Valley, Burbank, and Universal City, and travels along Hollywood Boulevard in the vicinity of the Project Site.

- Metro Limited 302 – Route 302 is a limited service line that travels from downtown Los Angeles to Pacific Palisades via Sunset Boulevard with average headways of 10 minutes during the weekday AM and PM peak hours. This line provides service to Hollywood, West Hollywood, and Westwood and travels along Sunset Boulevard in the vicinity of the Project Site.

- Metro Limited 312 – Route 312 is a limited service line that travels from the Hollywood/Vine Station to the Hawthorne/Lennox Station via La Brea Avenue with average headways of 10 minutes during the weekday AM and PM peak hours. This line provides service to Miracle Mile, Baldwin Hills, and Inglewood. It travels along La Brea Avenue in the vicinity of the Project Site.

- Metro Local 656 – Route 656 is a local line that travels from Panorama City to Hollywood via Highland Avenue, Vineland Avenue, and Van Nuys Boulevard, with average headways of 30 to 40 minutes during the weekday AM and PM peak hours. This line provides service to Van Nuys, and North Hollywood. It travels along Highland Avenue in the vicinity of the Project Site.

- Metro Rapid 704 – Route 704 is a rapid line that travels from Santa Monica to downtown Los Angeles via Santa Monica Boulevard, with average headways of 15 minutes during the weekday AM and PM peak hours. This line provides service to West Los Angeles, Century City, and West Hollywood, and travels along Santa Monica Boulevard in the vicinity of the Project Site.

- Metro Rapid 757 – Route 757 is a rapid line that travels from Hollywood to Hawthorne via Western Avenue with average headways of 10 to 15 minutes during the weekday AM and PM peak hours. This line provides service to the Metro Green Line Crenshaw Station, the Metro Purple Line Wilshire/Western Station, and the Metro Red Line Hollywood/Western Station, and travels along Western Avenue in the vicinity of the Project Site.

- Metro Rapid 780 – Route 780 is a rapid line that travels from Washington Boulevard & Fairfax Avenue to Pasadena via Fairfax Avenue and Hollywood Boulevard with average headways of 15 minutes during the weekday AM and PM peak hours. This line provides service to Los Feliz, Glendale, and Eagle Rock, and travels along Hollywood Boulevard in the vicinity of the Project Site.

- LADOT DASH Beachwood Canyon – DASH Beachwood Canyon is a local line that travels from the Metro Red Line Hollywood Station to Beachwood Drive & Westshire Drive with average headways of 25 minutes during the weekday AM and PM peak hours. This line provides service to Beachwood Canyon and Hollywood, and travels along Vine Street in the vicinity of the Project Site.

- LADOT DASH Hollywood – DASH Hollywood is a local line that travels from Argyle Avenue & Hollywood Boulevard to Santa Monica Boulevard & Vermont Avenue via Hollywood Boulevard and Fountain Avenue with average headways of 30 to 35 minutes during the weekday AM and PM peak hours. This line provides service to the Metro Red Line Vermont/Sunset, Vermont/Santa Monica, and Hollywood/Vine Stations, and travels along Sunset Boulevard in the vicinity of the Project Site.

- LADOT DASH Hollywood/Wilshire – DASH Hollywood/Wilshire is a local line that travels from the Metro Purple Line Wilshire/Western Station to the Metro Red Line Hollywood/Vine Station with average headways of 25 to 30 minutes during the weekday AM and PM peak hours. This line provides service to Koreatown and Hollywood, and travels along Gower Street in the vicinity of the Project Site.

- LADOT DASH Larchmont Shuttle – Larchmont Shuttle is a shuttle line that provides mid-day service to Larchmont Village and Paramount Studios, and travels along Melrose Avenue, Larchmont Boulevard, Beverly Boulevard and Wilton Place. It does not provide service during weekday AM and PM peak hours.

- LADOT CE 422 – Route 422 is a commuter express line that travels from Thousand Oaks to downtown Los Angeles, with average headways of 15 minutes during the AM peak hours and 20 minutes during the PM peak hours. It provides service to Westlake Village, Woodland Hills, Sherman Oaks and Hollywood. This line travels along US 101 in the vicinity of the Project Site.

- LADOT CE 423 – Route 423 is a commuter express line that travels from Thousand Oaks to downtown Los Angeles, with average headways of 15 minutes during the AM peak hours and 20 minutes during the PM peak hours. It provides service to Westlake Village, Woodland Hills and the Encino Park & Ride. This line travels along US 101 in the vicinity of the Project Site.

- West Hollywood Cityline – West Hollywood Cityline is a local line that travels within West Hollywood, with average headways of 30 minutes during the weekday AM and PM peak hours. This line travels along Fountain Avenue and La Brea Avenue in the vicinity of the Project Site.

In addition to the bus lines that provide service within the Project Site vicinity, the Metro Red Line subway operates in the Study Area. The Metro Red Line runs between North Hollywood and downtown Los Angeles, connecting with the Metro Orange Line in North Hollywood, the Metro Purple Line at Wilshire Boulevard, the Metro Blue Line and Metro Expo Line in downtown Los Angeles, and the Metro Gold Line at Union Station. In the Project vicinity, the Metro Red Line has stations at Hollywood Boulevard & Highland Avenue and Hollywood Boulevard & Vine Street, approximately less than one quarter-mile and three quarter-miles from the Project Site, respectively.

Table 3 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service, as described above. The average frequency of transit service during the peak hour was derived from the number of peak period stops made at the stop nearest the Project Site. Table 4 summarizes the total capacity of the Metro, DASH, and CE transit system (no data was readily available for the West Hollywood Cityline bus system) during the AM and PM peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus or train. As shown in Table 4, the Metro, DASH, and CE bus lines within the Study Area currently provide capacity for 3,468 transit trips during the AM peak hour and 3,383 transit trips during the PM peak hour. Additionally, the Metro Red Line provides capacity for an additional 7,644 transit trips during the AM peak hour and 7,620 trips during the PM peak hour. In total, the public transit system in the Study Area has a capacity of approximately 11,112 transit trips during the AM peak hour and 11,003 transit trips during the PM peak hour.

BICYCLE AND PEDESTRIAN NETWORK

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (Los Angeles Department of City Planning, 2010), the existing bicycle system in the Study Area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets. The following bicycle facilities are provided along corridors within the Study Area:

Bicycle Lanes (Class II)

- Cahuenga Boulevard between Odin Street and Yucca Street
- Fairfax Avenue between Hillside Avenue and Fountain Avenue
- Bronson Avenue between Fountain Avenue and Santa Monica Boulevard

Bicycle Routes (Class III)

- Orange Drive between Hollywood Boulevard and Willoughby Avenue
- Wilcox Avenue between Cahuenga Boulevard and Willoughby Avenue
- Vine Street between Yucca Street and Wilshire Boulevard
- Argyle Avenue between Franklin Avenue and Selma Avenue
- Van Ness Avenue between Fountain Avenue and La Mirada Avenue
- Odin Street between Highland Avenue and Cahuenga Boulevard
- Franklin Avenue between Argyle Avenue and St. George Street
- Yucca Street between Highland Avenue and Argyle Avenue
- Selma Avenue between Highland Avenue and Bronson Avenue
- Fountain Avenue between La Brea Avenue and Sunset Boulevard
- Willoughby Avenue between Vista Street and Gower Street

Similar to the street designations of the General Plan, the bicycle facilities of *2010 Bicycle Plan* have been re-designated with the adoption of the Mobility Plan. The components of *2010 Bicycle Plan* have been incorporated into the bicycle network of the Mobility Plan, which consists of a Low-Stress Bikeway System and a Bicycle Lane Network. The Low-Stress Bikeway System is comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths. The Bicycle Enhanced Network includes protected bicycle lanes and neighborhood streets. Bicycle lanes could provide infrastructure including cycle tracks, bicycle signals, and demarcated areas to facilitate turns at intersections. Neighborhood streets would typically provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from *2010 Bicycle Plan.*

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods of the Hollywood district, the walkability of the Project site is approximately 97 points[1]; this compares to the citywide score of 64 points.

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at intersections within the Study Area. The following signalized intersections provide pedestrian facilities to limit illegal mid-block crossings to the Project Site (all intersections have marked pedestrian crossings on all approaches):

[1] WalkScore.com (www.walkscore.com) rates the Project site (Highland Avenue & Selma Avenue) with a score of 97 of 100 possible points (scores accessed on October 28, 2015 for the Hollywood district). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

- Highland Avenue & Selma Avenue
- Highland Avenue & Sunset Boulevard
- Las Palmas Avenue & Sunset Boulevard
- Cherokee Avenue & Sunset Boulevard

Each of the listed signalized intersections provides pedestrian phasing, crosswalk striping, and Americans with Disabilities Act (ADA) wheelchair ramps.

Vision Zero

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified the High Injury Network, a network of streets based on the collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. The following streets adjacent to the Project Site have been identified in the High Injury Network:

- Selma Avenue between Schrader Boulevard and Vine Street
- Sunset Boulevard
- Highland Avenue between Franklin Avenue & Santa Monica Boulevard
- Las Palmas Avenue between Sunset Boulevard & Santa Monica Boulevard

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating V/C ratios or delay and LOS.

Existing Traffic Volumes

Intersection turning movement counts were conducted at the 123 study intersections during the weekday AM (7:00 AM to 10:00 AM) and PM (3:00 PM to 6:00 PM) peak periods in May 2015 and January 2016, when local schools were in session. The existing intersection peak hour traffic volumes are illustrated in Figure 4. Traffic count worksheets are provided in Appendix C.

Existing Intersection Levels of Service

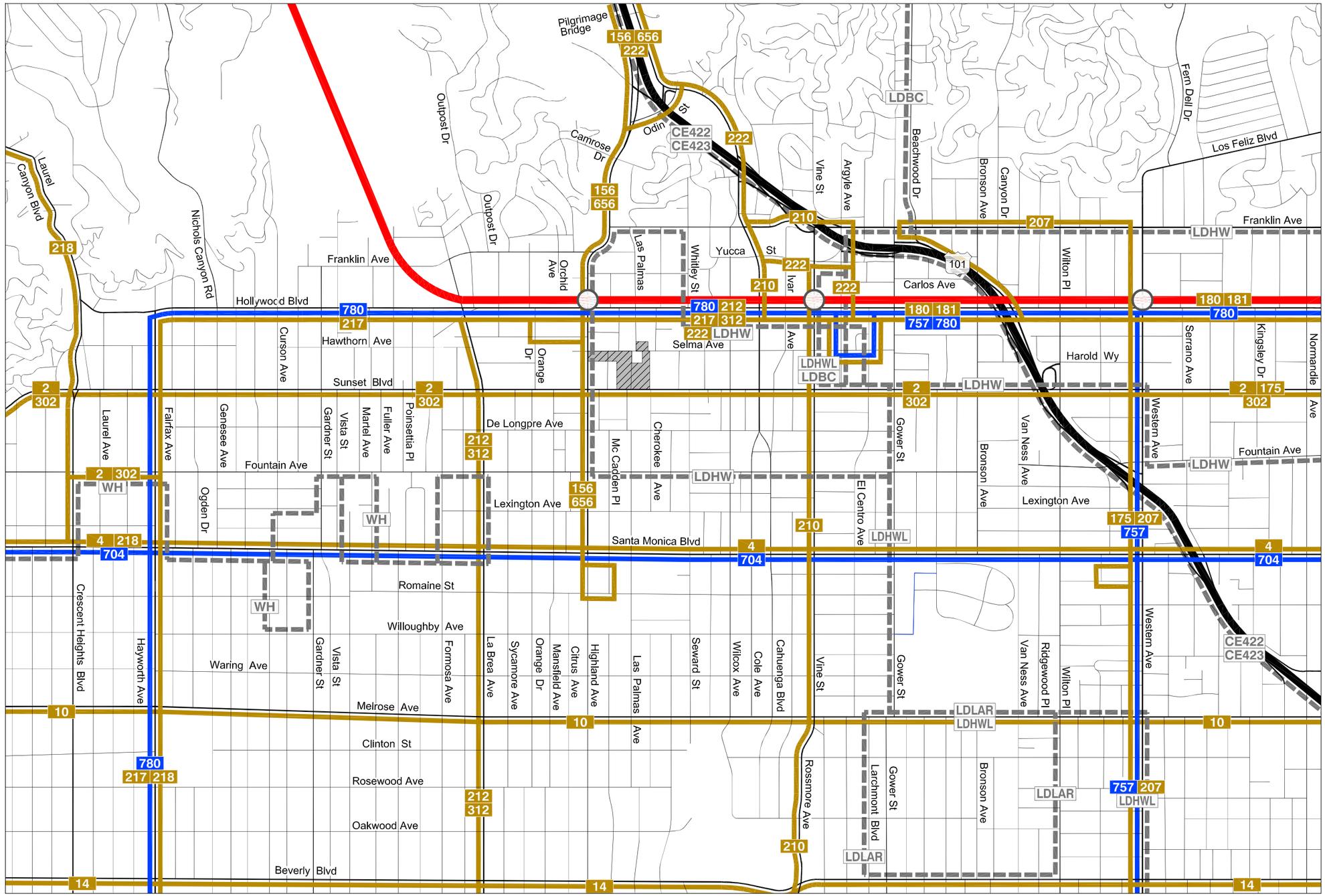
Table 5 summarizes the weekday AM and PM peak hour LOS results for each of the signalized study intersections under Existing Conditions, accounting for the 10% capacity increase to reflect ATSAC and ATCS control. Based on observations of existing intersection operations, it is recognized that the CMA methodology for individual intersections along major arterials does not in every case account for vehicular queues, pedestrian conflicts, etc. Thus, the calculated average operating conditions may appear better than is observed.

The LOS at 10 of the 111 signalized study intersections presented in Table 5 reflect observed conditions and provide a worst-case analysis of Project impacts. Table 5 indicates that 97 of the 111 signalized study intersections currently operate at LOS D or better during both the AM and PM peak hours. The remaining 14 intersections operate at LOS E or F during at least one of the analyzed peak hours.

The LOS calculation worksheets are provided in Appendix D. The detailed analysis of the 12 unsignalized study intersections is provided in Chapter 9. A supplemental analysis of the intersections located within the jurisdiction of the City of West Hollywood is provided in Appendix E.

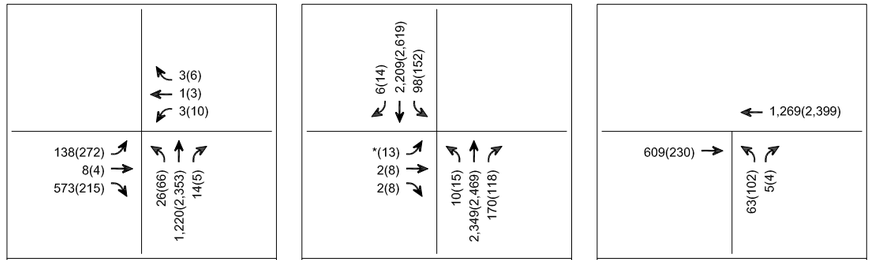
LEGEND

- Project Site
- Metro Rail Station
- Metro Red Line
- Metro Rapid
- Metro Local & Limited
- Municipal Bus Lines
  - LD - LADOT DASH
  - CE - LADOT Commuter Express
  - WH - West Hollywood City Line



EXISTING TRANSIT SERVICE

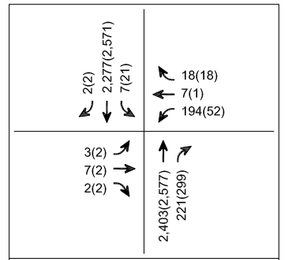
FIGURE 3



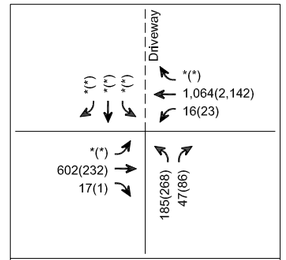
1. Caheuenga Blvd East & Pilgrimage Bridge

2. Highland Ave/101 NB On-ramp & Pat Moore Wy/101 SB On-ramp

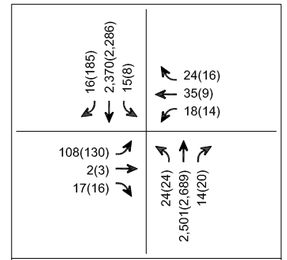
3. US-101 NB Off-ramp & Cahuenga Blvd



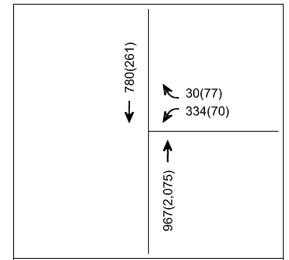
4. Highland Ave & Odin St



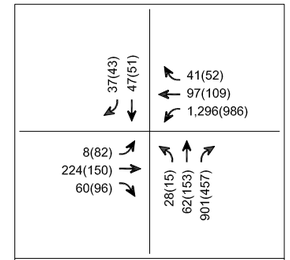
5. Odin St & Cahuenga Blvd



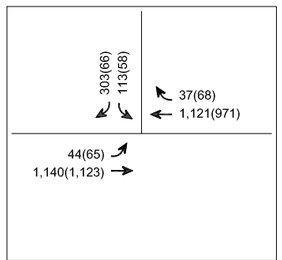
6. Highland Ave & Camrose Dr / Milner Rd



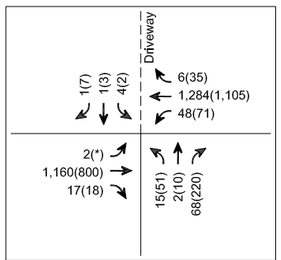
7. Cahuenga Blvd & US-101 NB Off-ramp



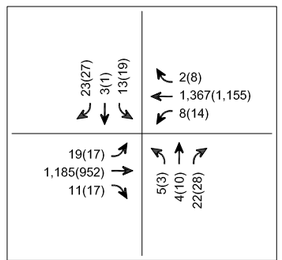
8. La Brea Ave & Franklin Ave



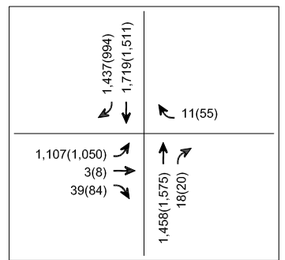
9. Outpost Dr & Franklin Ave



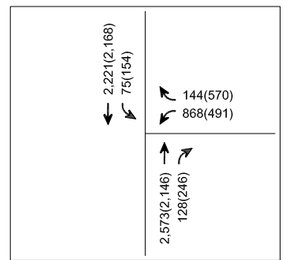
10. Orange Dr & Franklin Ave



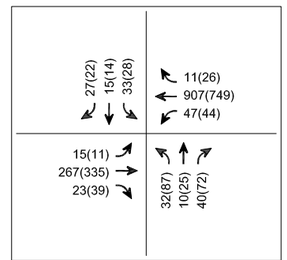
11. Orchid Ave & Franklin Ave



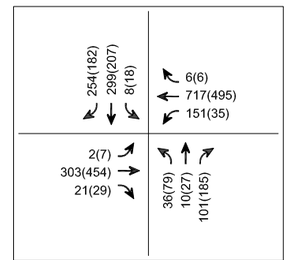
12. Highland Ave & Franklin Ave (South)



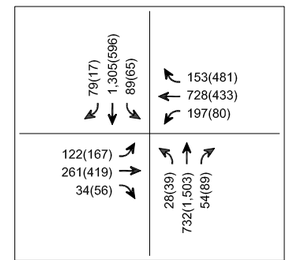
13. Highland Ave & Franklin Ave (North)



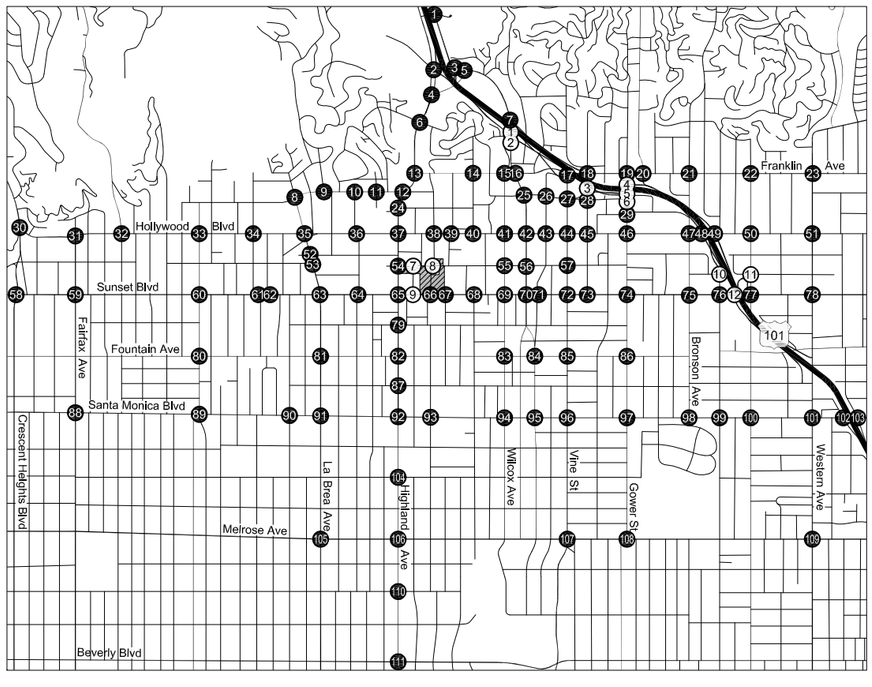
14. Whitley Ave & Franklin Ave

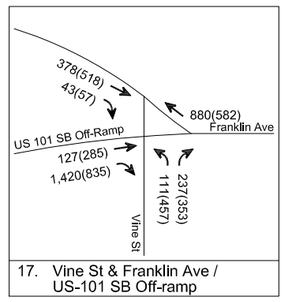


15. Wilcox Ave & Franklin Ave

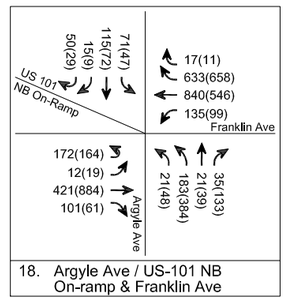


16. Cahuenga Blvd & Franklin Ave

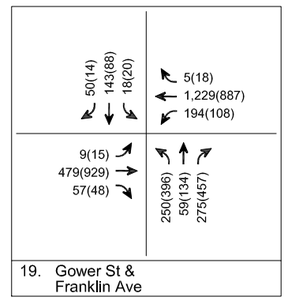




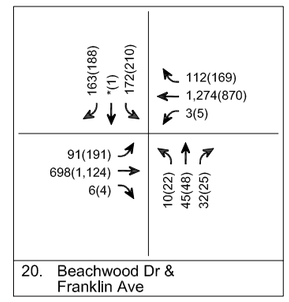
17. Vine St & Franklin Ave / US-101 SB Off-ramp



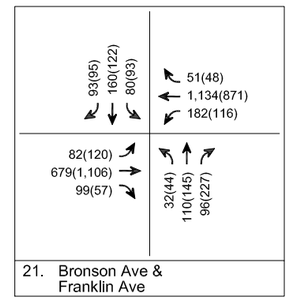
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave



19. Gower St & Franklin Ave



20. Beachwood Dr & Franklin Ave



21. Bronson Ave & Franklin Ave

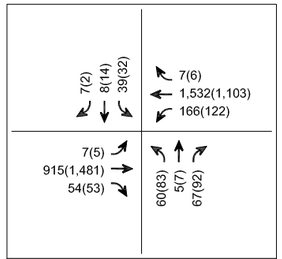
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

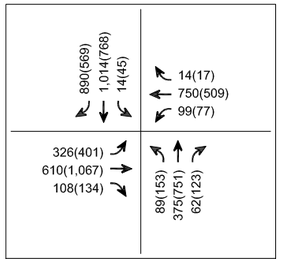
N
Not to Scale

EXISTING CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

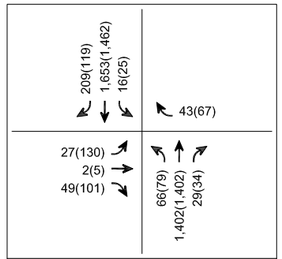
FIGURE 4



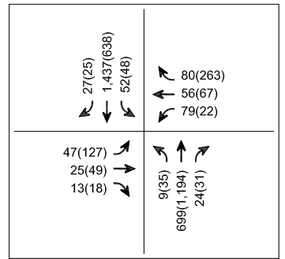
22. Wilton Pl & Franklin Ave



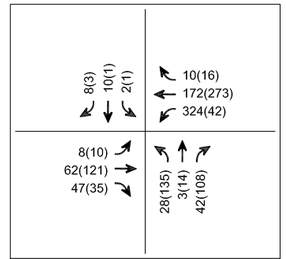
23. Western Ave & Franklin Ave



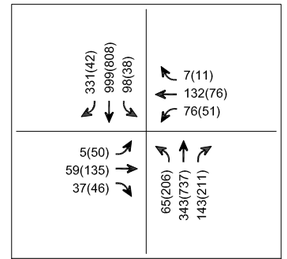
24. Highland Ave & Johnny Grant Way / Yucca St



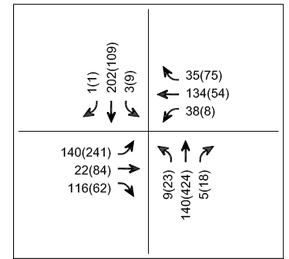
25. Cahuenga Blvd & Yucca St



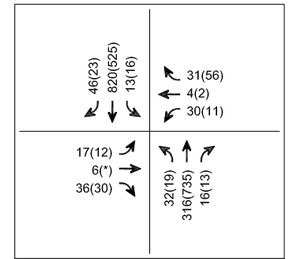
26. Ivar Ave & Yucca St



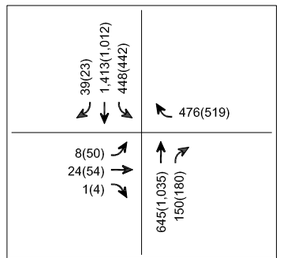
27. Vine St & Yucca St



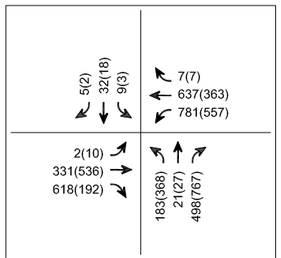
28. Argyle Ave & Yucca St



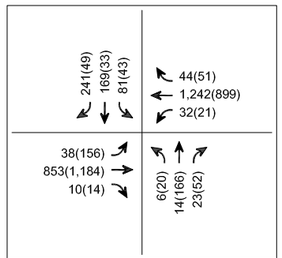
29. Gower St & Carlos Ave



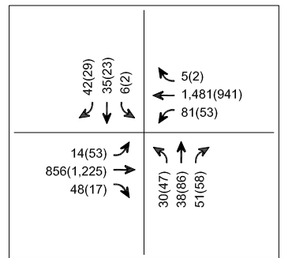
30. Laurel Canyon Blvd & Hollywood Blvd



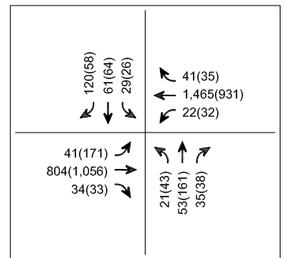
31. Fairfax Ave & Hollywood Blvd



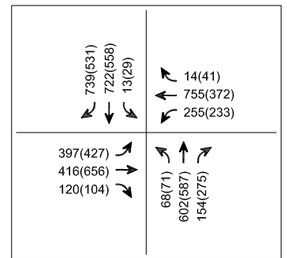
32. Nichols Canyon Rd / Genesee Ave & Hollywood Blvd



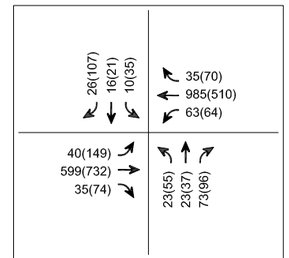
33. Gardner St & Hollywood Blvd



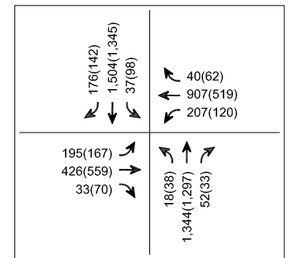
34. Fuller Ave & Hollywood Blvd



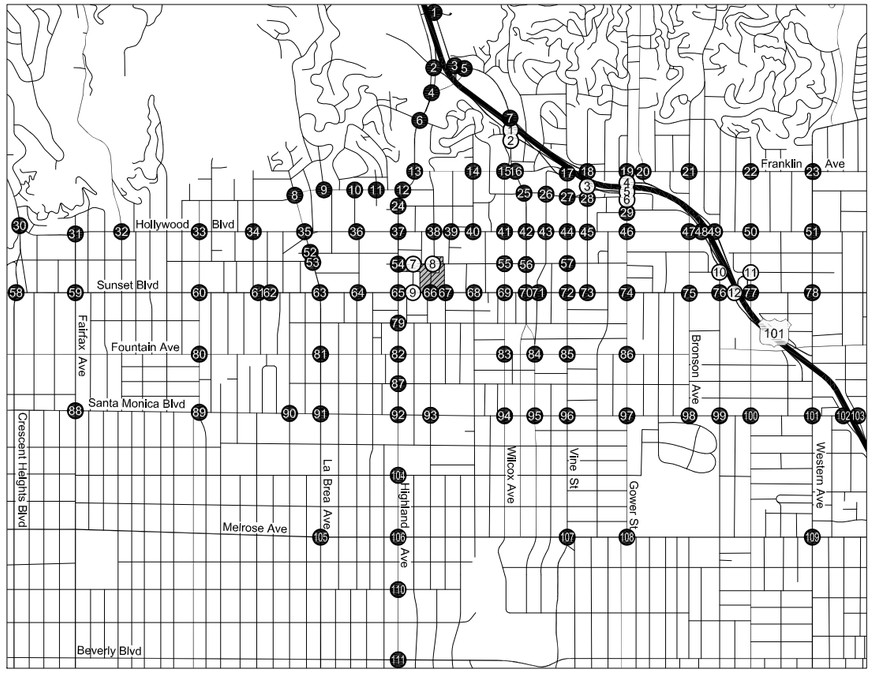
35. La Brea Ave & Hollywood Blvd

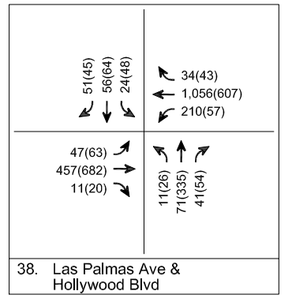


36. Orange Dr & Hollywood Blvd

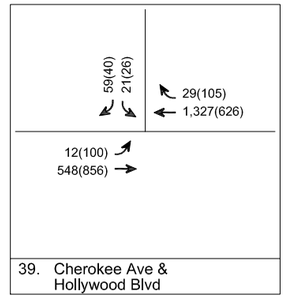


37. Highland Ave & Hollywood Blvd

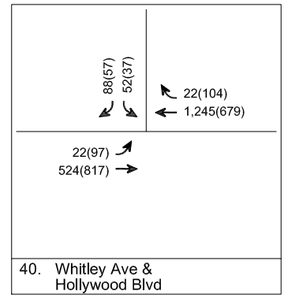




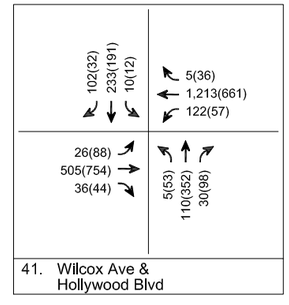
38. Las Palmas Ave & Hollywood Blvd



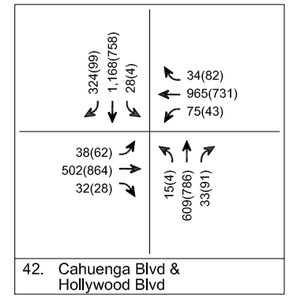
39. Cherokee Ave & Hollywood Blvd



40. Whitley Ave & Hollywood Blvd



41. Wilcox Ave & Hollywood Blvd



42. Cahuenga Blvd & Hollywood Blvd

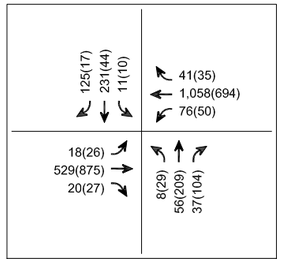
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

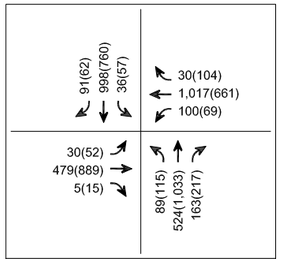
N
Not to Scale

EXISTING CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

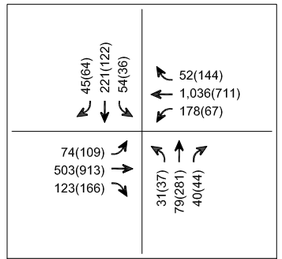
FIGURE
4 (CONT.)



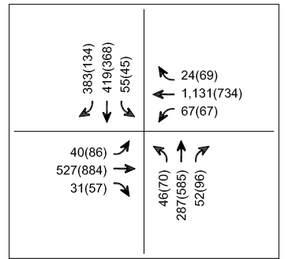
43. Ivar Ave & Hollywood Blvd



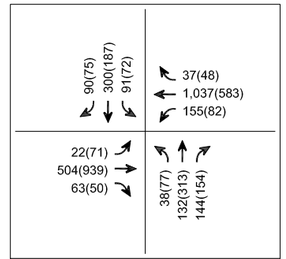
44. Vine St & Hollywood Blvd



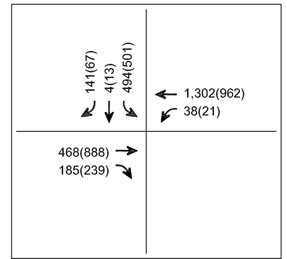
45. Argyle Ave & Hollywood Blvd



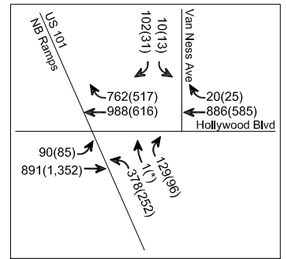
46. Gower St & Hollywood Blvd



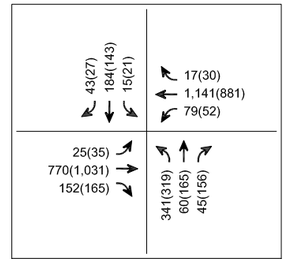
47. Bronson Ave & Hollywood Blvd



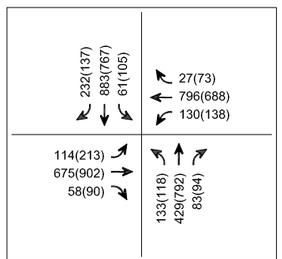
48. US-101 SB Ramps & Hollywood Blvd



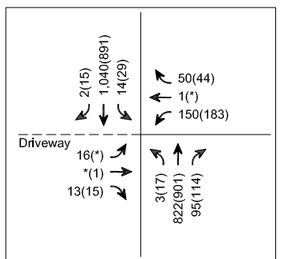
49. US-101 NB Ramps/Van Ness Ave & Hollywood Blvd



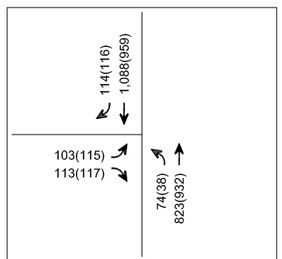
50. Wilton Pl & Hollywood Blvd



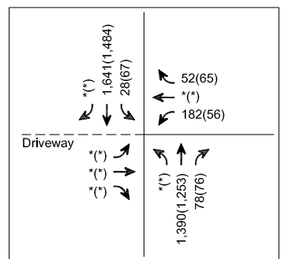
51. Western Ave & Hollywood Blvd



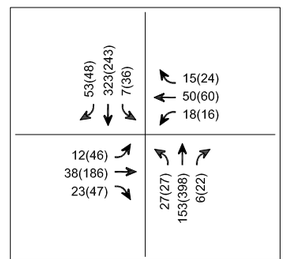
52. La Brea Ave & Hawthorn Ave (N)



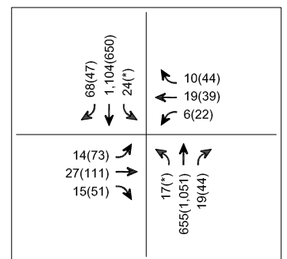
53. La Brea Ave & Hawthorn Ave (S)



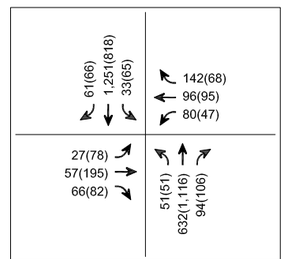
54. Highland Ave & Selma Ave



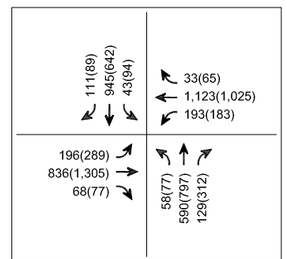
55. Wilcox Ave & Selma Ave



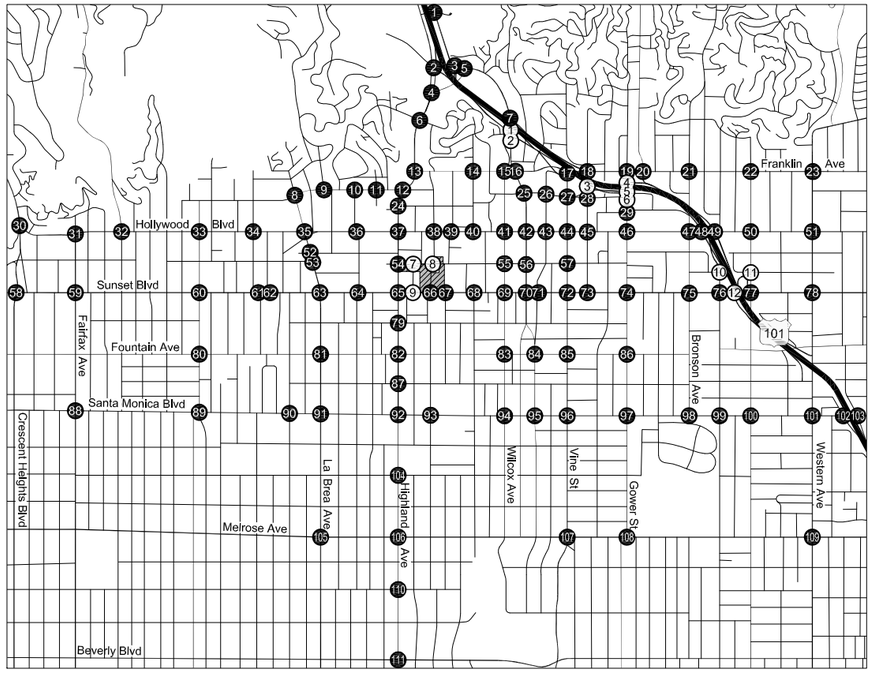
56. Caheuenga Blvd & Selma Ave

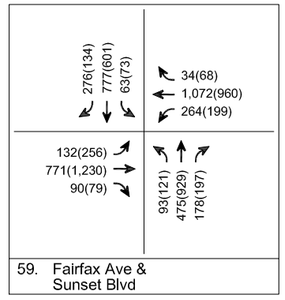


57. Vine St & Selma Ave

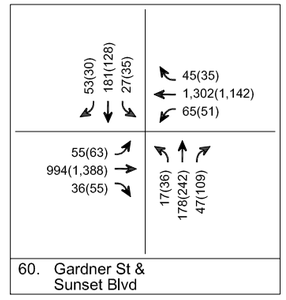


58. Crescent Heights Blvd & Sunset Blvd

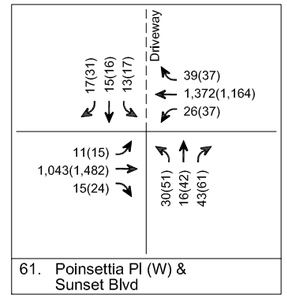




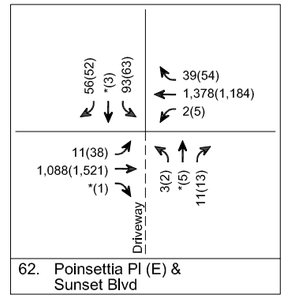
59. Fairfax Ave & Sunset Blvd



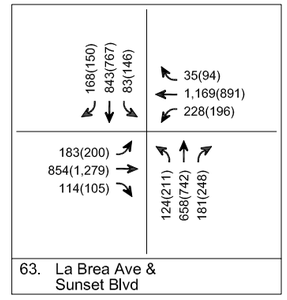
60. Gardner St & Sunset Blvd



61. Poinsettia Pl (W) & Sunset Blvd



62. Poinsettia Pl (E) & Sunset Blvd



63. La Brea Ave & Sunset Blvd

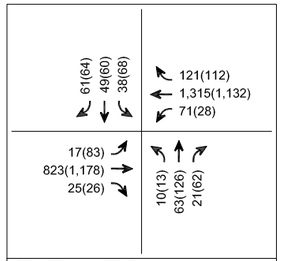
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

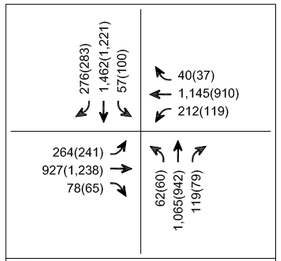
N
Not to Scale

EXISTING CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

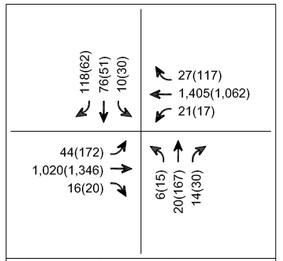
FIGURE
4 (CONT.)



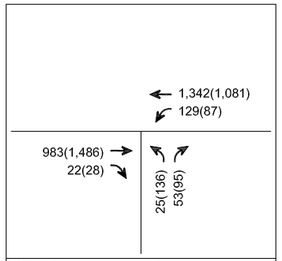
64. Orange Dr & Sunset Blvd



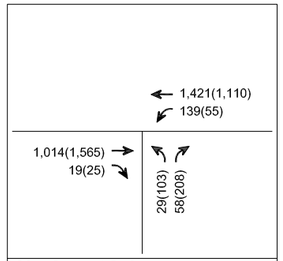
65. Highland Ave & Sunset Blvd



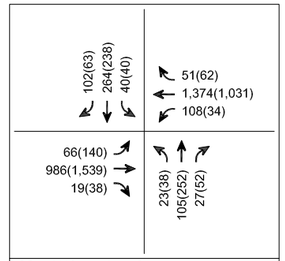
66. Las Palmas Ave & Sunset Blvd



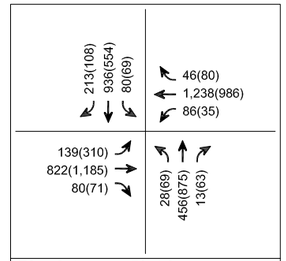
67. Cherokee Ave & Sunset Blvd



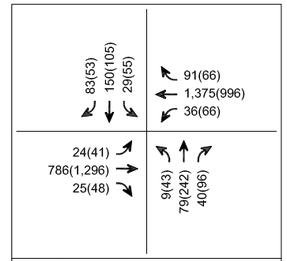
68. Seward St & Sunset Blvd



69. Wilcox Ave & Sunset Blvd



70. Cahuenga Blvd & Sunset Blvd



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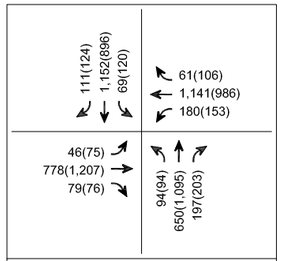

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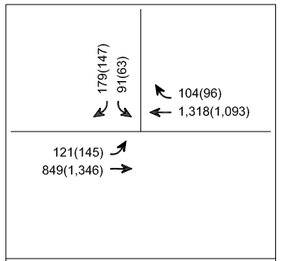

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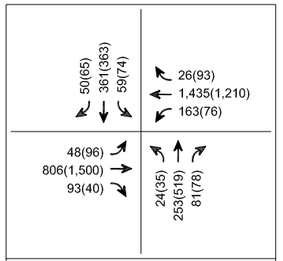
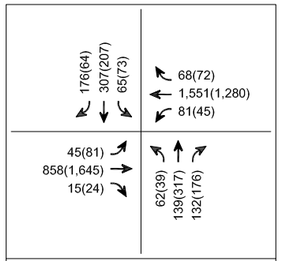


74. Gower St & Sunset Blvd



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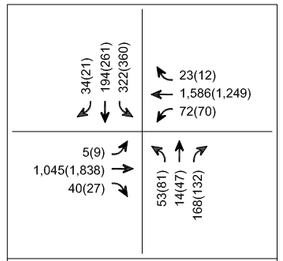
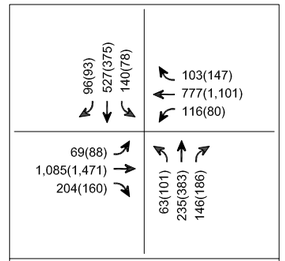
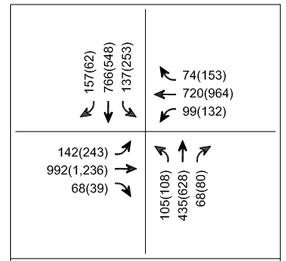


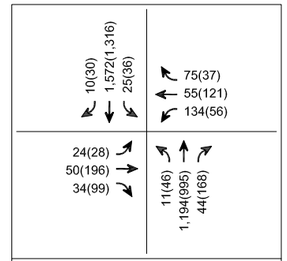
76. Van Ness Ave & Sunset Blvd



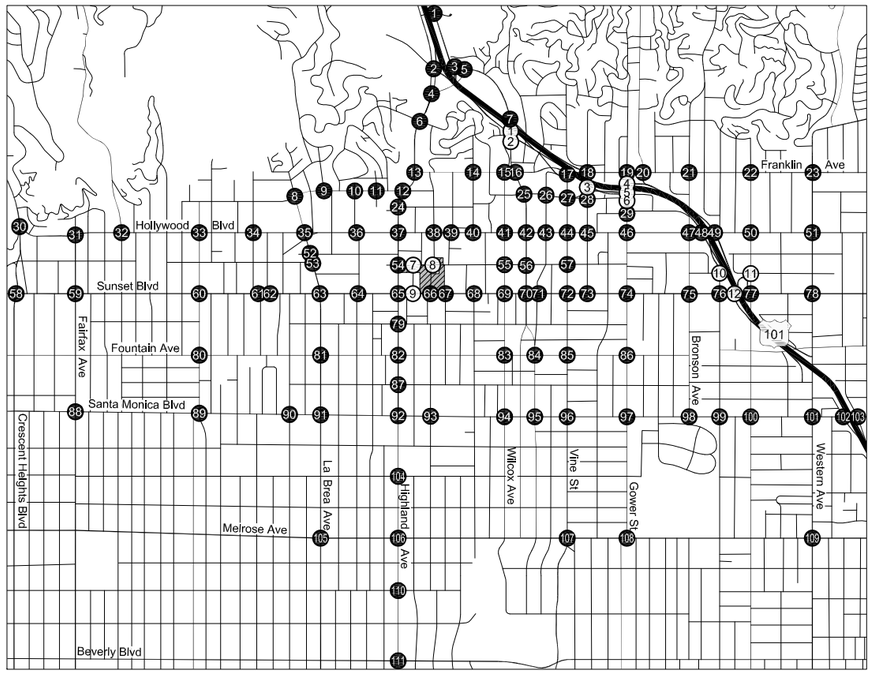
77. Wilton Pl & Sunset Blvd

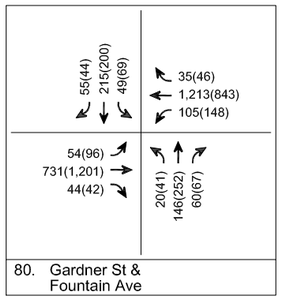


78. Western Ave & Sunset Blvd

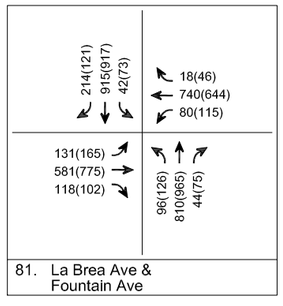


79. Highland Ave & De Longpre Ave

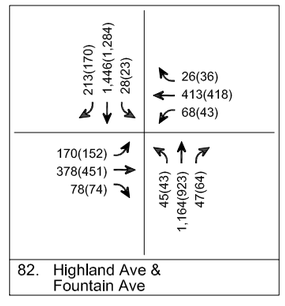




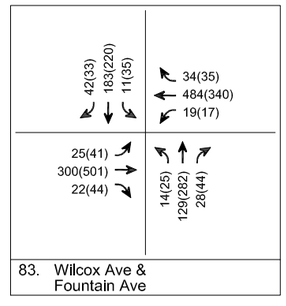
80. Gardner St & Fountain Ave



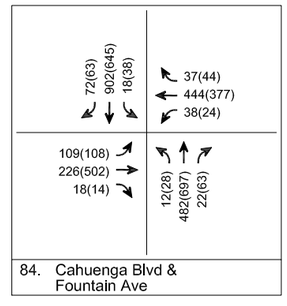
81. La Brea Ave & Fountain Ave



82. Highland Ave & Fountain Ave



83. Wilcox Ave & Fountain Ave



84. Cahuenga Blvd & Fountain Ave

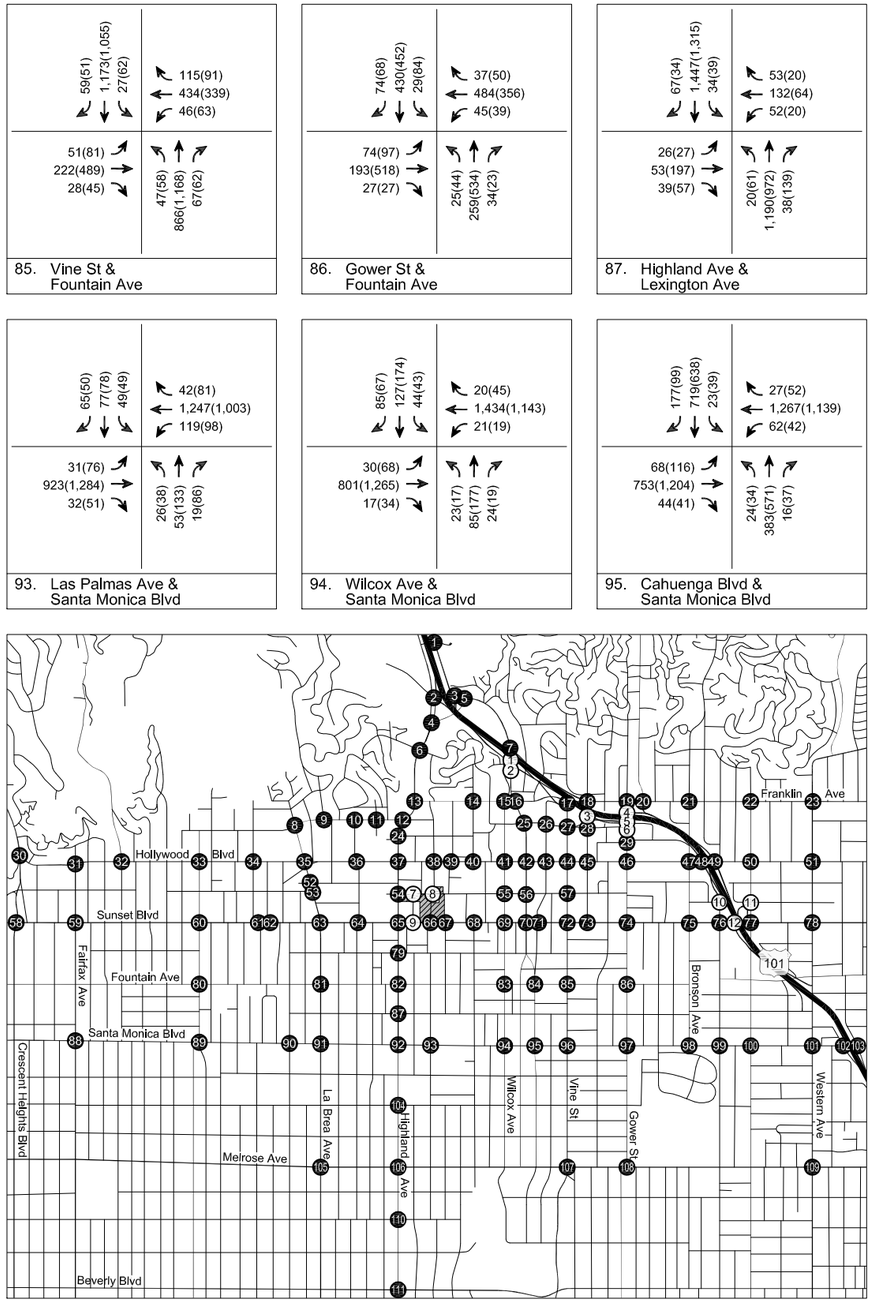
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 (CONT.)



85. Vine St & Fountain Ave
59(51) 1,173(1,055) 27(62)
115(91) 434(339) 46(63)
51(81) 222(489) 28(45)
47(58) 866(1,168) 67(62)

86. Gower St & Fountain Ave
74(68) 430(452) 29(84)
37(50) 484(356) 45(39)
74(97) 193(518) 27(27)
25(44) 259(534) 34(23)

87. Highland Ave & Lexington Ave
67(34) 1,447(1,315) 34(39)
53(20) 132(64) 52(20)
26(27) 53(197) 39(57)
20(61) 1,190(972) 38(139)

88. Fairfax Ave & Santa Monica Blvd
84(106) 930(677) 62(77)
53(94) 967(731) 273(155)
95(245) 354(1,012) 54(61)
98(99) 679(644) 87(159)

89. Gardner St & Santa Monica Blvd
73(74) 221(177) 50(61)
53(83) 1,189(959) 43(42)
70(120) 594(1,153) 14(52)
12(33) 79(157) 33(38)

90. Formosa Ave & Santa Monica Blvd
97(90) 48(55) 9(12)
14(16) 1,256(928) 76(84)
17(35) 824(1,246) 69(110)
60(118) 8(29) 26(116)

91. La Brea Ave & Santa Monica Blvd
145(136) 1,042(874) 89(91)
66(75) 978(722) 153(145)
89(171) 614(961) 68(123)
101(103) 681(919) 82(135)

92. Highland Ave & Santa Monica Blvd
193(127) 1,288(1,154) 69(80)
37(79) 1,070(919) 201(144)
106(146) 827(1,149) 37(40)
38(61) 1,088(916) 93(219)

93. Las Palmas Ave & Santa Monica Blvd
65(50) 77(78) 49(49)
42(81) 1,247(1,003) 119(98)
31(76) 923(1,284) 32(51)
26(38) 53(133) 19(86)

94. Wilcox Ave & Santa Monica Blvd
85(67) 127(174) 44(43)
20(45) 1,434(1,143) 21(19)
30(68) 801(1,265) 17(34)
23(17) 85(177) 24(19)

95. Cahuenga Blvd & Santa Monica Blvd
177(99) 719(638) 23(39)
27(52) 1,267(1,139) 62(42)
68(116) 753(1,204) 44(41)
24(34) 383(571) 16(37)

96. Vine St & Santa Monica Blvd
135(85) 1,151(1,020) 43(67)
42(79) 1,227(948) 135(83)
61(96) 738(1,154) 64(54)
80(74) 956(1,197) 89(84)

97. Gower St & Santa Monica Blvd
34(44) 458(353) 71(54)
35(61) 1,337(1,170) 191(91)
40(80) 816(1,213) 32(26)
27(36) 241(460) 54(81)

98. Bronson Ave & Santa Monica Blvd
146(114) 16(9) 151(118)
56(42) 1,352(1,197) 7(28)
69(92) 899(1,137) 3(26)
8(7) 5(10) 3(8)

99. Van Ness Ave & Santa Monica Blvd
101(77) 446(401)
25(30) 1,270(1,084) 73(27)
30(51) 831(1,108) 139(109)
272(442) 102(96)

100. Wilton Pl & Santa Monica Blvd
73(19) 807(652)
12(33) 992(1,020) 64(91)
37(60) 787(1,029) 65(67)
769(810) 58(70)

101. Western Ave & Santa Monica Blvd
122(61) 941(951) 95(73)
33(64) 980(989) 91(176)
52(88) 751(947) 64(63)
86(62) 794(874) 120(229)

102. US-101 SB On-ramp & Santa Monica Blvd
10(15) 23(34) 92(108)
42(70) 1,097(1,203) 51(46)
6(11) 724(892) 373(339)

103. US-101 NB Off-ramp/Serrano Avenue & Santa Monica Blvd
59(55) 20(23)
36(36) 780(744)
9(19) 786(966)
448(512) 33(103) 44(54)

104. Highland Ave & Willoughby Ave
85(62) 1,440(1,324) 32(64)
48(45) 308(144) 100(60)
74(119) 91(307) 48(100)
53(53) 1,192(1,128) 33(38)

105. La Brea Ave & Melrose Ave
170(97) 1,080(1,032) 48(40)
42(70) 1,241(868) 212(187)
73(112) 874(954) 135(114)
74(97) 1,100(1,297) 117(109)

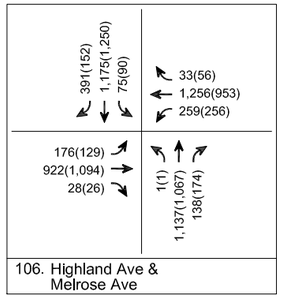
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 (CONT.)



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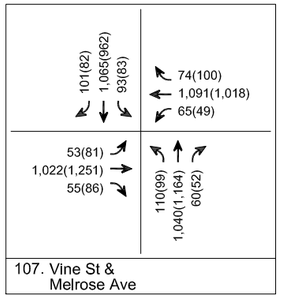
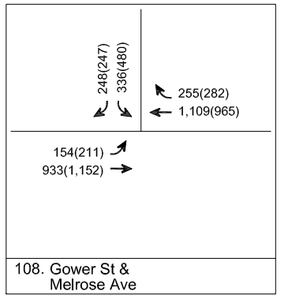
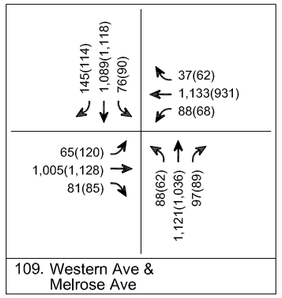


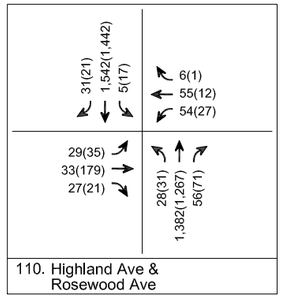
107. Vine St & Melrose Ave



108. Gower St & Melrose Ave



109. Western Ave & Melrose Ave



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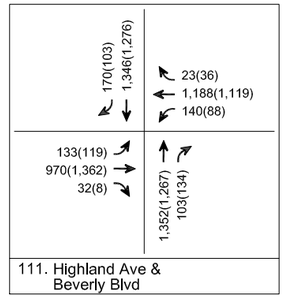
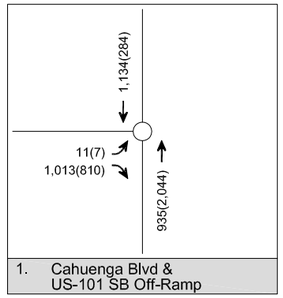
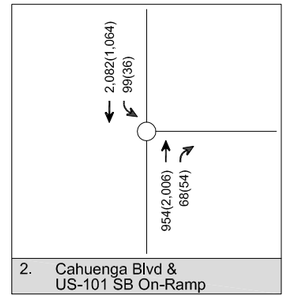


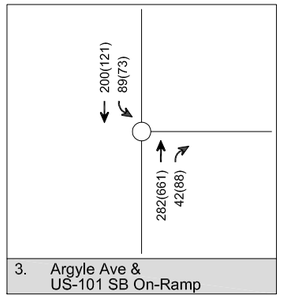
111. Highland Ave & Beverly Blvd



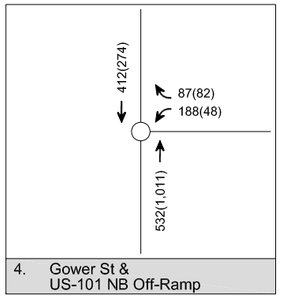
1. Cahuenga Blvd & US-101 SB Off-Ramp



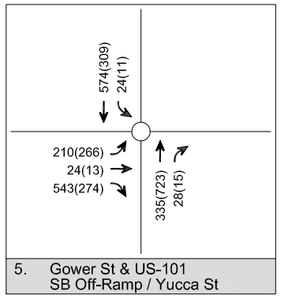
2. Cahuenga Blvd & US-101 SB On-Ramp



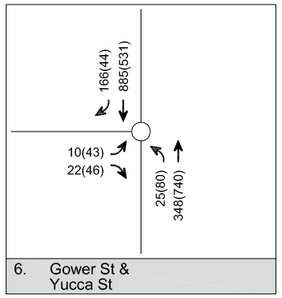
3. Argyle Ave & US-101 SB On-Ramp



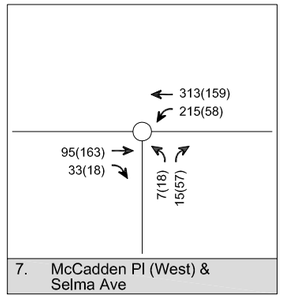
4. Gower St & US-101 NB Off-Ramp



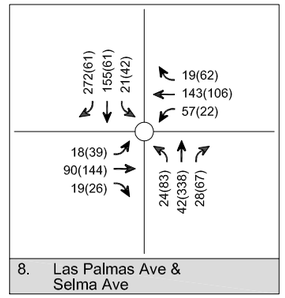
5. Gower St & US-101 SB Off-Ramp / Yucca St



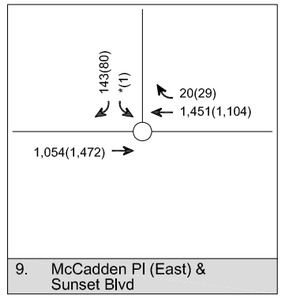
6. Gower St & Yucca St



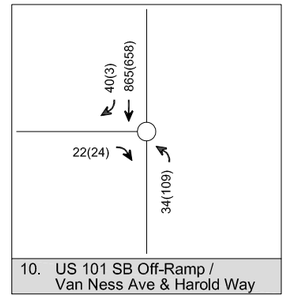
7. McCadden Pl (West) & Selma Ave



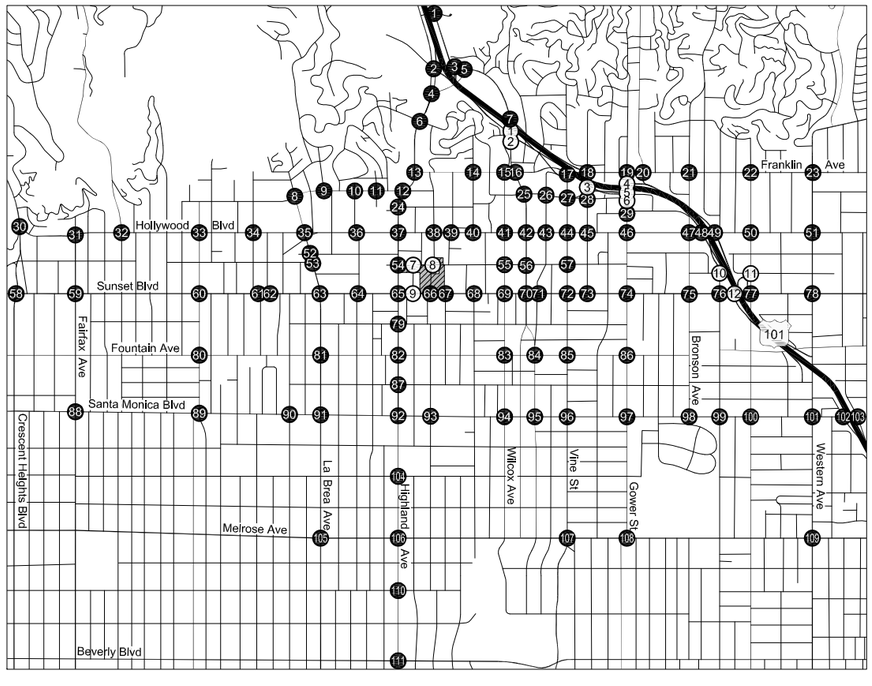
8. Las Palmas Ave & Selma Ave

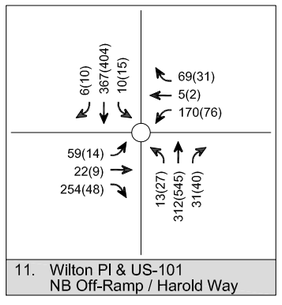


9. McCadden Pl (East) & Sunset Blvd

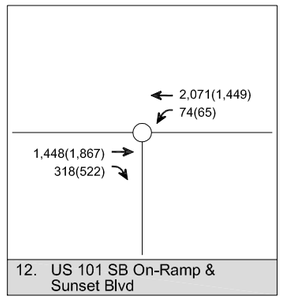


10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way





11. Wilton Pl & US-101 NB Off-Ramp / Harold Way



12. US 101 SB On-Ramp & Sunset Blvd

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 (CONT.)

TABLE 3
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2	Downtown Los Angeles - Pacific Palisades via Sunset Boulevard	Local	5:15 A.M. - 2:00 A.M.	14	10	10	10
4	Downtown Los Angeles - West Los Angeles - Santa Monica via Santa Monica Boulevard	Local	24-Hour	13	11	11	12
10	Downtown Los Angeles - West Hollywood via Temple Street & Melrose Avenue	Local	4:00 A.M. - 2:30 A.M.	14	11	18	17
14	Downtown Los Angeles - Beverly Hills via Beverly Boulevard	Local	5:15 A.M. - 12:45 A.M.	7	8	8	8
156	Panorama City - Hollywood via Highland Avenue, Vineland Avenue & Van Nuys Boulevard	Local	24-Hour	40	30	34	34
175	Silver Lake - Hollywood via Hyperion Avenue & Fountain Avenue	Local	6:30 A.M. - 12:00 A.M.	35	42	80	60
180	Hollywood - Glendale - Pasadena via Los Feliz Bouelvard & Colorado Boulevard	Local	5:00 A.M. - 12:00 A.M.	34	40	34	34
181	Hollywood - Glendale - Pasadena via Los Feliz Bouelvard & Colorado Boulevard	Local	5:00 A.M. - 12:00 A.M.	34	34	40	34
207	Hollywood - Athens via Western Avenue	Local	24-Hour	12	14	13	12
210	Hollywood & Vine Metro Red Line Station - South Bay Galleria via Crenshaw Boulevard	Local	5:00 A.M. - 1:30 A.M.	13	16	15	13
212	Hollywood/Vine Station - Hawthorne/Lennox Station via La Brea Avenue	Local	4:45 A.M. - 7:30 P.M.	11	16	20	16
217	Vermont & Sunset - Culver City Transit Center via Hollywood Boulevard - Fairfax Avenue - La Cienega Boulevard	Local	24-Hour	17	16	13	15
218	Studio City - Beverly Hills via Laurel Canyon Boulevard	Local	6:00 A.M. - 9:00 P.M.	34	34	34	30
222	Sunland - Hollywood via Hollywood Way, Barham Boulevard & Cahuenga Boulevard	Local	4:30 A.M. - 1:15 A.M.	34	48	40	40
302	Downtown Los Angeles - Pacific Palisades via Sunset Boulevard	Limited	6:30 A.M. - 6:00 P.M.	N/A	12	9	N/A
312	Hollywood/Vine Station - Hawthorne/Lennox Station via La Brea Avenue	Limited	7:00 A.M. - 5:30 P.M.	11	N/A	N/A	11
656	Panorama City - Hollywood via Highland Avenue, Vineland Avenue & Van Nuys Boulevard	Local	24-Hour	40	30	34	34
704	Downtown Los Angeles - West Los Agneles - Santa Monica via Santa Monica Boulevard	Rapid	6:00 A.M. - 12:15 A.M.	18	12	11	14
757	Hollywood - Athens via Western Avenue	Rapid	5:45 A.M. - 7:45 P.M.	10	14	11	10
780	Washington & Fairfax - Pasadena via Fairfax Avenue, Hollywood Boulevard & Colorado Bouelvard	Rapid	6:00 A.M. - 7:30 P.M.	15	15	13	15
LADOT DASH Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
BC	Beachwood Canyon	Local	6:30 A.M. - 7:45 P.M.	26	26	24	27
HW	Hollywood	Local	7:00 A.M. - 7:00 P.M.	30	36	30	30
HWL	Hollywood / Wilshrie	Local	7:00 A.M. - 7:00 P.M.	23	23	27	27
LAR	Larchmont Shuttle	Local	11:30 A.M. - 2:30 P.M.	N/A	N/A	N/A	N/A
LADOT Commuter Express				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
422	Thousand Oaks/Agoura Hills - San Fernando Valley - Downtown Los Angeles	Local	5:30 A.M. - 7:30 P.M.	17	N/A	N/A	21
423	Thousand Oaks/Agoura Hills - Calabasas/Woodland Hills - Encino Park & Ride - Downtown Los Angeles/USC	Local	6:00 A.M. - 7:00 P.M.	17	N/A	N/A	20
West Hollywood Cityline				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
WH	La Brea - Cedars Sinai	Local	9:00 A.M. - 6:00 P.M.	60	30	30	45
Metro Rail Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
Red	Downtown Los Angeles - North Hollywood	Rail	4:30 A.M. - 2:00 A.M.	10	10	10	10

Notes
Metro: Los Angeles County Metropolitan Transportation Authority
LADOT DASH: Los Angeles Department of Transportation Downtown Area SHuttle

TABLE 4
EXISTING TRANSIT SERVICE PATRONAGE
LINES SERVING PROJECT PERIPHERY

AM Peak Period							
Provider	**Route**	**Number of Runs During Peak Hour** [a]	**Capacity** [c]	**Maximum Load** [d]	**Load Factor (Maximum Load / Capacity)**	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Metro	2	10	50	52	1.04	0	0
	4	10	50	46	0.92	4	41
	10	10	50	29	0.58	21	204
	14	16	50	46	0.92	4	63
	156	4	50	8	0.16	42	147
	175	3	50	5	0.10	45	123
	180	3	50	3	0.06	47	141
	181	4	50	2	0.04	48	192
	207	9	50	20	0.40	30	277
	210	9	50	17	0.34	33	280
	212	9	50	27	0.54	23	207
	217	7	50	35	0.70	15	108
	218	4	50	19	0.38	31	108
	222	3	50	10	0.20	40	120
	302	10	50	52	1.04	0	0
	312	9	50	27	0.54	23	207
	656	4	50	8	0.16	42	147
	704	8	75	64	0.85	11	90
	757	11	75	21	0.28	54	567
	780	8	75	51	0.68	24	192
LADOT Dash	BC	4	30	2	0.07	28	112
	HW	3	30	10	0.33	20	55
	HWL	4	30	32	1.07	0	0
	LAR	0	30	*no data provided*			
LADOT CE	422	2	49	38	0.78	11	24
	423	3	49	28	0.57	21	63
West Hollywood	WH	1	50	*no data provided*			
						Total Residual Capacity in Peak Hour - Bus Line	**3,468**
Metro	Red	12	762	125	0.16	637	7,644
						Total Residual Capacity in Peak Hour - Rail Line	**7,644**

Notes:

[a] Number of runs in both directions combined during peak hour.

[c] Capacity assumptions based on discussions with agencies:
Metro Regular Bus - 40 seated / 50 seated and standing.
Metro Articulated Bus - 66 seated / 75 seated and standing standing.
M Metro Red Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.
LADOT DASH - 25 seated / 30 seated and standing.
LADOT Commuter Express Bus - 49 seated
West Hollywood Cityline - 50 seated and standing

[d] Maximum Load is the maximum number of people per bus in the peak direction based on ridership data provided by Metro, July 2015.

[e] Maximum residual capacity in peak hours = (Maximum residual capacity per run) x (number of peak hour runs).

Metro: Los Angeles County Metropolitan Transportation Authority.

TABLE 4 (CONTINUED)
EXISTING TRANSIT SERVICE PATRONAGE
LINES SERVING PROJECT PERIPHERY

PM Peak Period							
Provider	**Route**	**Number of Runs During Peak Hour** [a]	**Capacity** [c]	**Maximum Load** [d]	**Load Factor (Maximum Load / Capacity)**	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Metro	2	12	50	43	0.86	7	84
	4	11	50	46	0.92	4	42
	10	7	50	37	0.74	13	87
	14	15	50	56	1.12	0	0
	156	4	50	11	0.22	39	136
	175	2	50	4	0.08	46	80
	180	4	50	2	0.04	48	192
	181	3	50	3	0.06	47	141
	207	10	50	35	0.70	15	142
	210	9	50	30	0.60	20	170
	212	7	50	27	0.54	23	155
	217	9	50	21	0.42	29	246
	218	4	50	19	0.38	31	116
	222	3	50	13	0.26	37	111
	302	12	50	43	0.86	7	84
	312	7	50	27	0.54	23	155
	656	4	50	11	0.22	39	136
	704	10	75	61	0.81	14	133
	757	11	75	35	0.47	40	450
	780	9	75	34	0.45	41	348
LADOT Dash	BC	5	30	7	0.23	23	109
	HW	4	30	10	0.33	20	80
	HWL	5	30	13	0.43	17	76
	LAR	0	30	*no data provided*			
LADOT CE	422	3	49	23	0.47	26	65
	423	3	49	34	0.69	15	45
West Hollywood	WH	3	50	*no data provided*			
						Total Residual Capacity in Peak Hour - Bus Line	**3,383**
Metro	Red	12	762	127	0.17	635	7,620
						Total Residual Capacity in Peak Hour - Rail Line	**7,620**

Notes:

[a] Number of runs in both directions combined during peak hour.

[c] Capacity assumptions based on discussions with agencies:
Metro Regular Bus - 40 seated / 50 seated and standing.
Metro Articulated Bus - 66 seated / 75 seated and standing standing.
M Metro Red Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.
LADOT DASH - 25 seated / 30 seated and standing.
LADOT Commuter Express Bus - 49 seated
West Hollywood Cityline - 50 seated and standing

[d] Maximum Load is the maximum number of people per bus in the peak direction based on ridership data provided by Metro, July 2015.

[e] Maximum residual capacity in peak hours = (Maximum residual capacity per run) x (number of peak hour runs).

Metro: Los Angeles County Metropolitan Transportation Authority.

TABLE 5
EXISTING CONDITIONS
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
1.	Caheuenga Blvd East & Pilgrimage Bridge	AM PM	0.561 0.628	A B
2.	Highland Ave / US-101 NB On-ramp & Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	AM PM	0.424 0.532	A A
3.	US-101 NB Off-ramp & Cahuenga Blvd	AM PM	0.369 0.771	A C
4.	Highland Ave & Odin St	AM PM	0.632 0.579	B A
5.	Odin St & Cahuenga Blvd	AM PM	0.427 0.776	A C
6.	Highland Ave & Camrose Dr / Milner Rd	AM PM	0.592 0.620	A B
7.	Cahuenga Blvd & US-101 NB Off-ramp	AM PM	0.344 0.643	A B
8.	La Brea Ave & Franklin Ave	AM PM	0.558 0.450	A A
9.	Outpost Dr & Franklin Ave	AM PM	0.645 0.487	B A
10.	Orange Dr & Franklin Ave	AM PM	0.487 0.563	A A
11.	Orchid Ave & Franklin Ave	AM PM	0.415 0.358	A A
12.	Highland Ave & Franklin Ave (South)	AM PM	1.051 0.776	F * F *
13.	Highland Ave & Franklin Ave (North)	AM PM	0.889 0.802	F * F *
14.	Whitley Ave & Franklin Ave	AM PM	0.630 0.595	B A
15.	Wilcox Ave & Franklin Ave	AM PM	0.781 0.574	C A
16.	Cahuenga Blvd & Franklin Ave	AM PM	0.921 0.855	E D
17.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM PM	0.309 0.364	A A
18.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM PM	0.723 0.731	C C
19.	Gower St & Franklin Ave	AM PM	0.612 0.687	B B
20.	Beachwood Dr & Franklin Ave	AM PM	0.632 0.613	B B
21.	Bronson Ave & Franklin Ave	AM PM	0.593 0.705	A C
22.	Wilton Pl & Franklin Ave	AM PM	0.532 0.635	A B
23.	Western Ave & Franklin Ave	AM PM	0.855 0.753	D C
24.	Highland Ave & Johnny Grant Way / Yucca St	AM PM	0.368 0.384	A A
25.	Cahuenga Blvd & Yucca St	AM PM	0.495 0.585	A A

TABLE 5 (CONTINUED)
EXISTING CONDITIONS
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
26.	Ivar Ave & Yucca St	AM PM	0.207 0.261	A A
27.	Vine St & Yucca St	AM PM	0.477 0.445	A A
28.	Argyle Ave & Yucca St	AM PM	0.181 0.308	A A
29.	Gower St & Carlos Ave	AM PM	0.322 0.252	A A
30.	Laurel Canyon Blvd & Hollywood Blvd	AM PM	0.517 0.713	A C
31.	Fairfax Ave & Hollywood Blvd	AM PM	0.979 0.821	E D
32.	Nichols Canyon Rd / Genesee Ave & Hollywood Blvd	AM PM	0.685 0.508	B A
33.	Gardner St & Hollywood Blvd	AM PM	0.488 0.478	A A
34.	Fuller Ave & Hollywood Blvd	AM PM	0.570 0.503	A A
35.	La Brea Ave & Hollywood Blvd	AM PM	1.003 0.777	F * F *
36.	Orange Dr & Hollywood Blvd	AM PM	0.352 0.347	A A
37.	Highland Ave & Hollywood Blvd	AM PM	0.792 0.604	F * F *
38.	Las Palmas Ave & Hollywood Blvd	AM PM	0.393 0.481	A A
39.	Cherokee Ave & Hollywood Blvd	AM PM	0.413 0.255	A A
40.	Whitley Ave & Hollywood Blvd	AM PM	0.431 0.289	A A
41.	Wilcox Ave & Hollywood Blvd	AM PM	0.557 0.512	A A
42.	Cahuenga Blvd & Hollywood Blvd	AM PM	0.792 0.519	F * F *
43.	Ivar Ave & Hollywood Blvd	AM PM	0.529 0.469	A A
44.	Vine St & Hollywood Blvd	AM PM	0.734 0.664	F * F *
45.	Argyle Ave & Hollywood Blvd	AM PM	0.480 0.469	A A
46.	Gower St & Hollywood Blvd	AM PM	0.622 0.551	B A
47.	Bronson Ave & Hollywood Blvd	AM PM	0.619 0.644	B B
48.	US-101 SB Ramps & Hollywood Blvd	AM PM	0.581 0.442	A A
49.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM PM	0.715 0.494	C A
50.	Wilton Pl & Hollywood Blvd	AM PM	0.775 0.772	C C

TABLE 5 (CONTINUED)
EXISTING CONDITIONS
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
51.	Western Ave & Hollywood Blvd	AM PM	0.775 0.776	C C
52.	La Brea Ave & Hawthorn Ave (North)	AM PM	0.393 0.409	A A
53.	La Brea Ave & Hawthorn Ave (South)	AM PM	0.494 0.439	A A
54.	Highland Ave & Selma Ave	AM PM	0.421 0.321	A A
55.	Wilcox Ave & Selma Avenue	AM PM	0.232 0.401	A A
56.	Caheuenga Blvd & Selma Ave	AM PM	0.375 0.437	A A
57.	Vine St & Selma Ave	AM PM	0.548 0.531	A A
58.	Crescent Heights Blvd & Sunset Blvd	AM PM	0.749 0.733	C C
59.	Fairfax Ave & Sunset Blvd	AM PM	0.651 0.753	B C
60.	Gardner St & Sunset Blvd	AM PM	0.421 0.536	A A
61.	Poinsettia Pl (West) & Sunset Blvd	AM PM	0.289 0.373	A A
62.	Poinsettia Pl (East) & Sunset Blvd	AM PM	0.323 0.321	A A
63.	La Brea Ave & Sunset Blvd	AM PM	0.660 0.754	F * F *
64.	Orange Dr & Sunset Blvd	AM PM	0.336 0.411	A A
65.	Highland Ave & Sunset Blvd	AM PM	0.845 0.713	F * F *
66.	Las Palmas Ave & Sunset Boulevard	AM PM	0.456 0.569	A A
67.	Cherokee Ave & Sunset Blvd	AM PM	0.261 0.449	A A
68.	Seward St & Sunset Blvd	AM PM	0.280 0.497	A A
69.	Wilcox Ave & Sunset Blvd	AM PM	0.520 0.503	A A
70.	Cahuenga Blvd & Sunset Blvd	AM PM	0.721 0.744	F * F *
71.	Ivar Ave & Sunset Blvd	AM PM	0.403 0.533	A A
72.	Vine St & Sunset Blvd	AM PM	0.767 0.808	F * F *
73.	Argyle Ave & Sunset Blvd	AM PM	0.477 0.401	A A
74.	Gower St & Sunset Blvd	AM PM	0.581 0.784	A C
75.	Bronson Ave & Sunset Blvd	AM PM	0.653 0.678	B B

TABLE 5 (CONTINUED)
EXISTING CONDITIONS
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
76.	Van Ness Ave & Sunset Blvd	AM PM	0.597 0.721	A C
77.	Wilton Pl & Sunset Blvd	AM PM	0.514 0.568	A A
78.	Western Ave & Sunset Blvd	AM PM	0.641 0.760	B C
79.	Highland Ave & De Longpre Ave	AM PM	0.451 0.483	A A
80. [a]	Gardner St & Fountain Ave	AM PM	0.578 0.699	A B
81. [a]	La Brea Ave & Fountain Ave	AM PM	0.807 0.785	D C
82.	Highland Ave & Fountain Ave	AM PM	0.705 0.656	C B
83.	Wilcox Ave & Fountain Ave	AM PM	0.434 0.513	A A
84.	Cahuenga Blvd & Fountain Ave	AM PM	0.663 0.648	B B
85.	Vine St & Fountain Ave	AM PM	0.742 0.749	C C
86.	Gower St & Fountain Ave	AM PM	0.679 0.781	B C
87.	Highland Ave & Lexington Ave	AM PM	0.425 0.441	A A
88. [a]	Fairfax Ave & Santa Monica Blvd	AM PM	0.810 0.796	D C
89. [a]	Gardner St & Santa Monica Blvd	AM PM	0.595 0.549	A A
90. [a]	Formosa Ave & Santa Monica Blvd	AM PM	0.538 0.658	A B
91. [a]	La Brea Ave & Santa Monica Blvd	AM PM	0.736 0.751	C C
92.	Highland Ave & Santa Monica Blvd	AM PM	0.736 0.761	C C
93.	Las Palmas Ave & Santa Monica Blvd	AM PM	0.495 0.615	A B
94.	Wilcox Ave & Santa Monica Blvd	AM PM	0.591 0.547	A A
95.	Cahuenga Blvd & Santa Monica Blvd	AM PM	0.707 0.882	C D
96.	Vine St & Santa Monica Blvd	AM PM	0.846 0.802	D D
97.	Gower St & Santa Monica Blvd	AM PM	0.730 0.771	C C
98.	Bronson Ave & Santa Monica Blvd	AM PM	0.567 0.504	A A
99.	Van Ness Ave & Santa Monica Blvd	AM PM	0.717 0.683	C B
100.	Wilton Pl & Santa Monica Blvd	AM PM	0.553 0.619	A B

TABLE 5 (CONTINUED)
EXISTING CONDITIONS
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
101.	Western Ave & Santa Monica Blvd	AM PM	0.756 0.786	C C
102.	US-101 SB On-ramp & Santa Monica Blvd	AM PM	0.367 0.437	A A
103.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM PM	0.433 0.529	A A
104.	Highland Ave & Willoughby Ave	AM PM	0.627 0.634	B B
105.	La Brea Ave & Melrose Ave	AM PM	0.748 0.763	C C
106.	Highland Ave & Melrose Ave	AM PM	0.979 0.974	E E
107.	Vine St & Melrose Ave	AM PM	0.786 0.839	C D
108.	Gower St & Melrose Ave	AM PM	0.722 0.823	C D
109.	Western Ave & Melrose Ave	AM PM	0.803 0.802	D D
110.	Highland Ave & Rosewood Ave	AM PM	0.549 0.617	A B
111.	Highland Ave & Beverly Blvd	AM PM	0.951 0.934	E E

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.

Chapter 3
Future without Project Conditions

Estimates of future traffic conditions both with and without the Project, representing cumulative conditions, were developed to evaluate the potential impacts of the Project on the local street system. This discussion details the assumptions used to develop the Future without Project Conditions in year 2022, which corresponds to the Project buildout year.

The existing traffic volumes were factored by an annual ambient growth rate to approximate regional growth and development. In addition to the ambient growth, for purposes of providing a conservative analysis of potential cumulative traffic impacts, the traffic generated by related projects was also added to estimate the Future without Project traffic conditions.

CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in Section 15130 of *Guidelines for Implementation of the California Environmental Quality Act*, *Chapter 3, Title 14, California Code of Regulations* (California Natural Resources Agency, amended July 27, 2007) ("*Guidelines*"). Specifically, two options are provided for developing the cumulative traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> "(B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

As described in detail below, this analysis includes traffic growth both from related present and future development projects that are proposed, approved, or under construction (the "Related Projects") in accordance with option "A" above and from regional growth projections (i.e., ambient growth) in accordance with option "B" above. Given that the ambient growth factor discussed below likely includes some traffic growth resulting from the Related Projects, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

AMBIENT TRAFFIC GROWTH

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. The CMP provides general growth factors based on regional modeling. As shown in Exhibit D-1 of the CMP, the Central Los Angeles area is estimated to experience a total regional growth in traffic of 0.70% between the years of 2015 and 2020, which equates to an ambient growth factor of approximately 0.15% per year. However, based on discussions with LADOT through the MOU process, a conservative ambient growth factor of 1% per year compounded annually was applied to adjust the existing traffic volumes to reflect the effects of the regional growth and development by year 2022. The total adjustment applied over the seven-year period was 7.21%. This growth factor conservatively accounts for increases in traffic due to potential projects not yet proposed or projects outside the traffic analysis Study Area.

RELATED PROJECTS

In accordance with the CEQA requirements in *Guidelines*, this study also considers the effects of the Project in relation to the Related Projects. The list of Related Projects is based on information provided by the Department of City Planning and LADOT, as well as recent studies of projects in the area. The Related Projects are detailed in Table 6 and shown in Figure 5. Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this traffic study and conservatively assumed to be completed by the Project buildout year 2022.

For example, the Paramount Pictures Studios Master Plan and the NBCUniversal Evolution Plan were included; however, they have anticipated buildout years of 2038 and 2030, respectively, and substantial construction will not likely begin nor be completed by the Year 2022 buildout year of the Project. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Hollywood area that would likely occur in the next seven years prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project cumulative condition is even more conservative.

Using these conservative assumptions, the potential traffic impacts of the Project were evaluated within the context of the worst-case cumulative impact of all prospective development. The development of estimated traffic volumes added to the Study Area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation

Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers [ITE], 2012). Table 6 summarizes the Related Project trip generation for typical weekdays, including daily trips, AM peak hour trips, and PM peak hour trips. These projections are very conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (transit, bicycle, walk, etc.) Further, they do not account for the internal capture trips within a multi-use development, nor the interaction of trips between multiple related projects within the Hollywood area, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution

The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the

proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Trip Assignment

The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 6 shows the peak hour traffic volumes associated with these Related Projects at the study intersections. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2022. As discussed above, this is a conservative approach as many of the Related Projects may be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., existing traffic volumes added to ambient traffic growth and Related Project traffic growth) and are shown in Figure 7 for the 123 study intersections.

FUTURE IMPROVEMENTS

Future Roadway Improvements

The analysis of future conditions accounted for roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. These roadway improvements result in changes to the physical configuration at the study intersections. Other proposed traffic/trip reduction strategies such as the proposed creation of a Hollywood Transportation Management Organization (TMO) and Transportation Demand Management (TDM) programs for individual buildings and developments were conservatively omitted from the Future Conditions analysis. The following roadway improvements were included in the Future Conditions analysis:

Intersection #47, Bronson Avenue & Hollywood Boulevard. As part of the approved Sunset Bronson Studios Project, Bronson Avenue will be restriped to provide a right-turn lane in the northbound direction and a left-turn lane in the southbound direction at the intersection with Hollywood Boulevard. This measure would require the removal of approximately nine parking

spaces on Bronson Avenue. This improvement and associated lane configurations are assumed in the Future without Project Conditions.

Intersection #75, Bronson Avenue & Sunset Boulevard. As part of the approved Sunset Bronson Studios Project, Bronson Avenue will be restriped to provide a right-turn lane in the northbound direction at the intersection with Sunset Boulevard. This measure would require the removal of approximately four parking spaces on Bronson Avenue. This improvement and associated lane configurations are assumed in the Future without Project Conditions.

Future Bicycle System

As proposed in *2010 Bicycle Plan* and the Mobility Plan, the bicycle system in the Study Area will be expanded to create a more integrated network.

The three components of the bicycle network designated in *2010 Bicycle Plan* include the Backbone, the Neighborhood Network, and the Green Network. Class II bicycle lanes will be added to high volume corridors to form the Backbone of the network, while in-road bikeways in lower volume and collector streets will form the Neighborhood Network through the implementation of Class II bicycle routes and bicycle-friendly streets. The Green Network consists of dedicated bicycle paths that connect the City's open spaces. The following bicycle facilities are proposed within the Study Area in *2010 Bicycle Plan.*

Bicycle Lanes: Fairfax Avenue, La Brea Avenue, Highland Avenue, Wilcox Avenue, Cahuenga Boulevard, Cole Avenue, Vine Street, Bronson Avenue, Van Ness Avenue, Wilton Place, Western Avenue, Pilgrimage Bridge, Los Feliz Boulevard, Yucca Street, Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, Santa Monica Boulevard, and Beverly Boulevard.

Bicycle Routes/Bicycle-Friendly Streets: Odin Street, Laurel Avenue, Edinburgh Avenue, Gardner Street, Vista Street, Martel Avenue, Formosa Avenue, Orange Drive, Las Palmas Avenue, Cherokee Avenue, Argyle Avenue, El Centro Avenue, Vista Del Mar Avenue, Gower Street, Larchmont Boulevard, Lucerne Boulevard, Van Ness Avenue, Bronson Avenue, St. Andrews Place, Franklin Avenue, Hawthorn Avenue, Yucca Street, Dix Street, Carlos Avenue,

Selma Avenue, Delongpre Avenue, Lexington Avenue, Waring Avenue, Rosewood Avenue, and Elmwood Avenue.

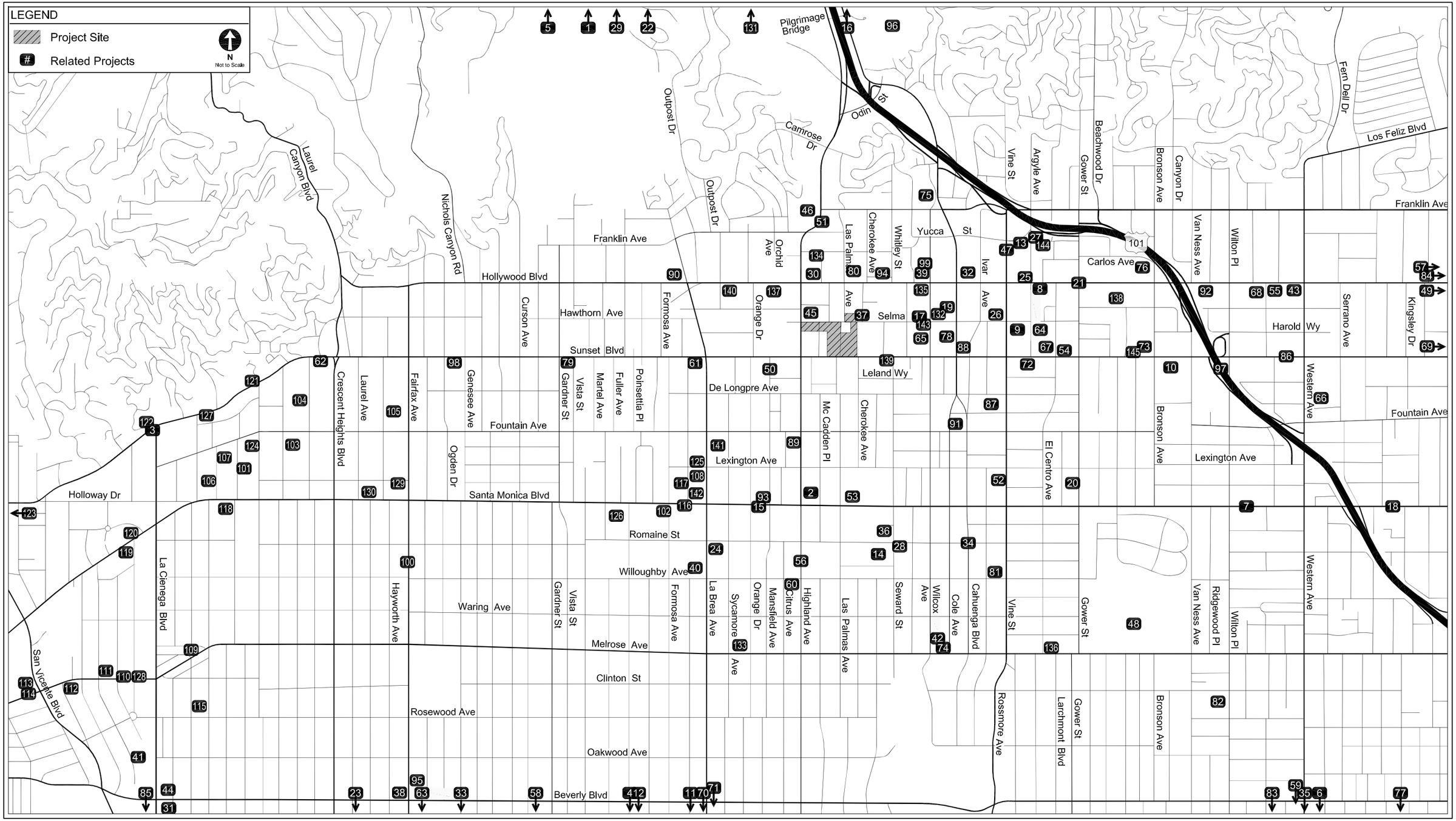
None of these proposed bicycle facilities is definitively scheduled for implementation and, therefore, each is not assumed in the future analysis.

As detailed in the Mobility Plan, the Bicycle Enhanced Network designates Highland Avenue south of Hollywood Boulevard, Cahuenga Boulevard north of Hollywood Boulevard, and Hollywood Boulevard for priority planned bicycle lanes. The Bicycle Lane Network would include priority planned bicycle lanes on Franklin Avenue between La Brea Avenue and Highland Avenue and on Highland Avenue north of Franklin Avenue, and planned bicycle lanes on Highland Avenue between Franklin Avenue and Hollywood Boulevard, on Sunset Boulevard and on Santa Monica Boulevard. Similar to *2010 Bicycle Plan,* these improvements have not been definitively scheduled for implementation and were, therefore, not assumed in the future analysis.

FUTURE WITHOUT PROJECT INTERSECTION LEVELS OF SERVICE

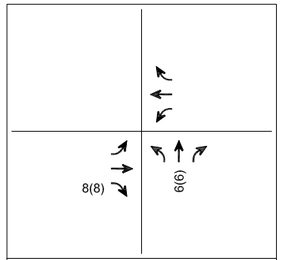
Table 7 summarizes the weekday AM and PM peak hour LOS results for each of the signalized study intersections under Future without Project Conditions. Table 7 indicates that 79 of the 111 signalized study intersections are projected to operate at LOS D or better during both the weekday AM and PM peak hours. The remaining 32 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

The LOS calculation worksheets are provided in Appendix D. The detailed analysis of the 12 unsignalized study intersections is provided in Chapter 9.

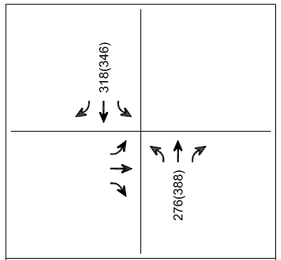


LOCATIONS OF RELATED PROJECTS

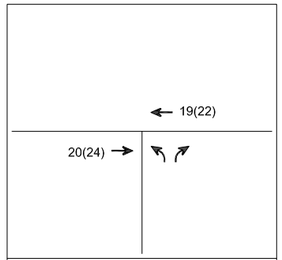
FIGURE 5



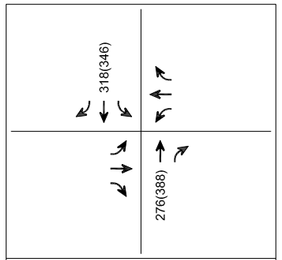
1. Caheuenga Blvd East & Pilgrimage Bridge



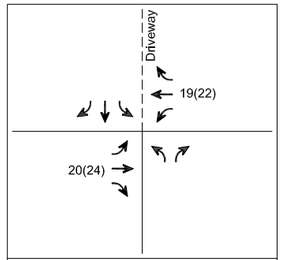
2. Highland Ave/101 NB On-ramp & Pat Moore Wy/101 SB On-ramp



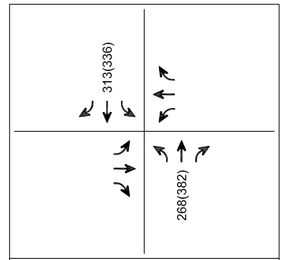
3. US-101 NB Off-ramp & Cahuenga Blvd



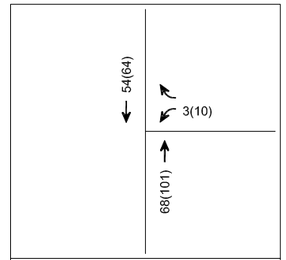
4. Highland Ave & Odin St



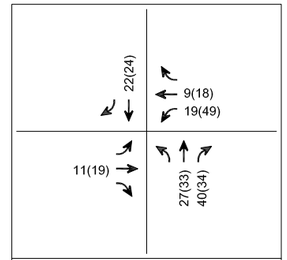
5. Odin St & Cahuenga Blvd



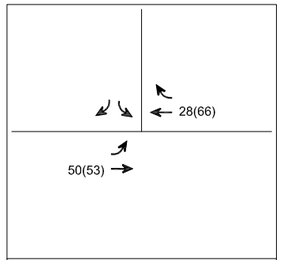
6. Highland Ave & Camrose Dr / Milner Rd



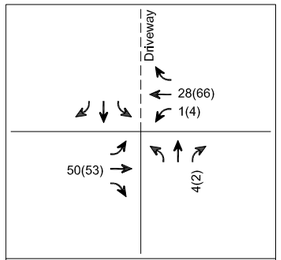
7. Cahuenga Blvd & US-101 NB Off-ramp



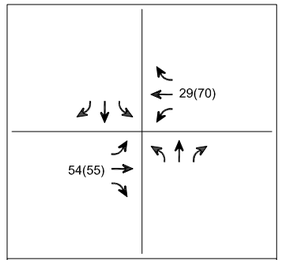
8. La Brea Ave & Franklin Ave



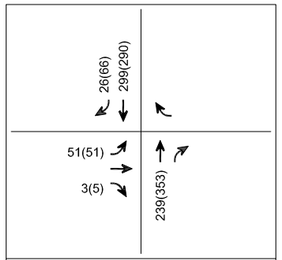
9. Outpost Dr & Franklin Ave



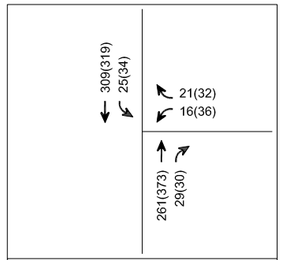
10. Orange Dr & Franklin Ave



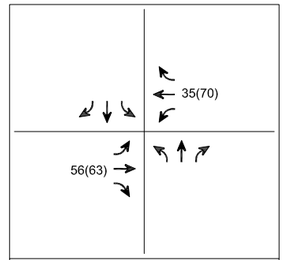
11. Orchid Ave & Franklin Ave



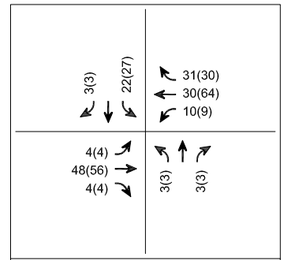
12. Highland Ave & Franklin Ave (South)



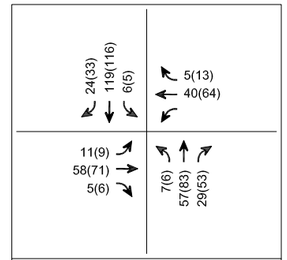
13. Highland Ave & Franklin Ave (North)



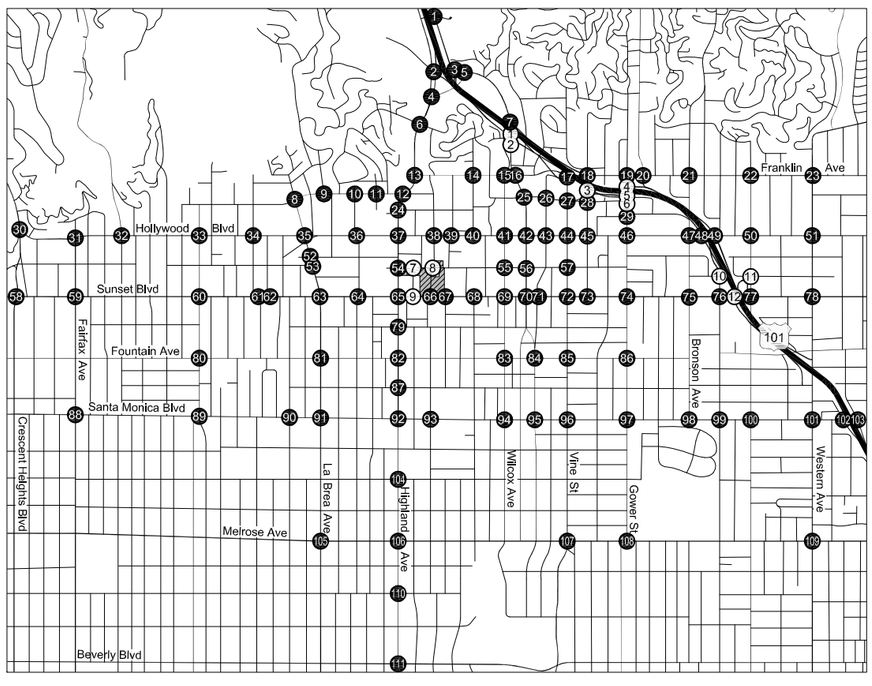
14. Whitley Ave & Franklin Ave

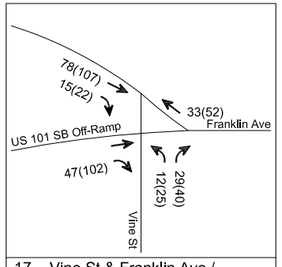


15. Wilcox Ave & Franklin Ave

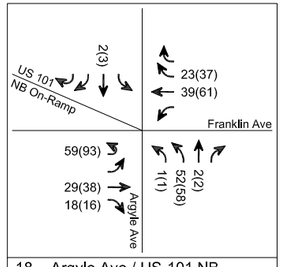


16. Cahuenga Blvd & Franklin Ave

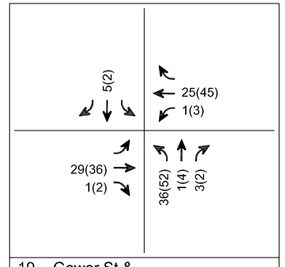




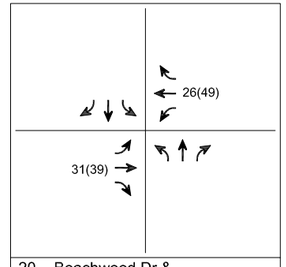
17. Vine St & Franklin Ave / US-101 SB Off-ramp



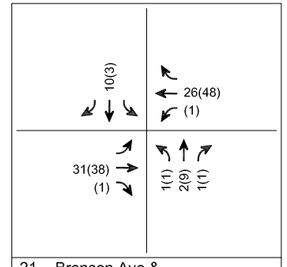
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave



19. Gower St & Franklin Ave



20. Beachwood Dr & Franklin Ave



21. Bronson Ave & Franklin Ave

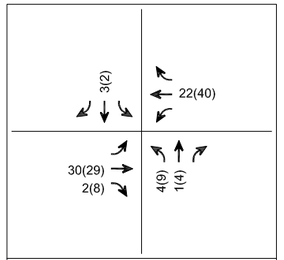
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

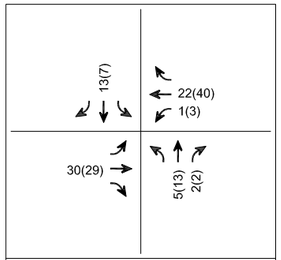
N
Not to Scale

RELATED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

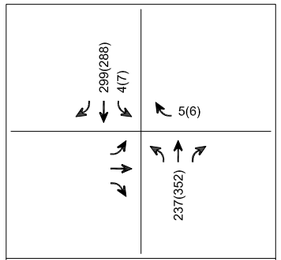
FIGURE
6



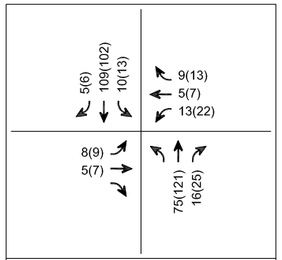
22. Wilton Pl & Franklin Ave



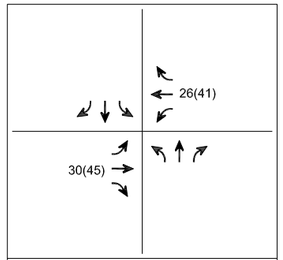
23. Western Ave & Franklin Ave



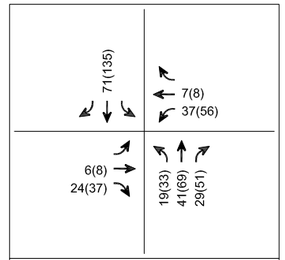
24. Highland Ave & Johnny Grant Way / Yucca St



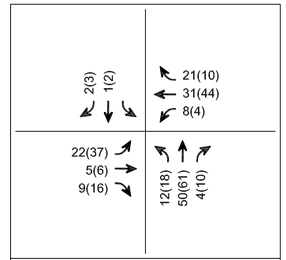
25. Cahuenga Blvd & Yucca St



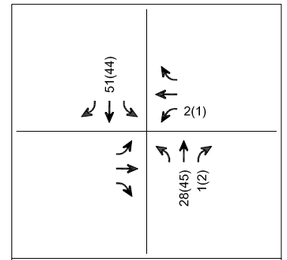
26. Ivar Ave & Yucca St



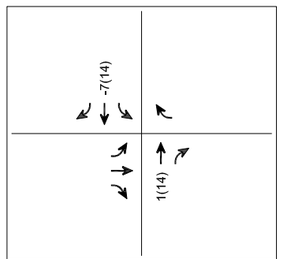
27. Vine St & Yucca St



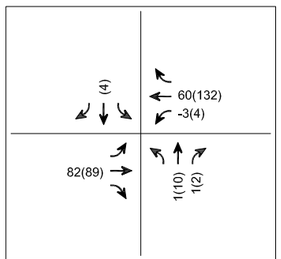
28. Argyle Ave & Yucca St



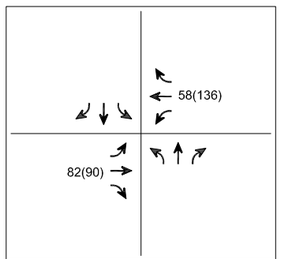
29. Gower St & Carlos Ave



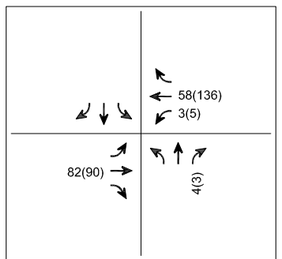
30. Laurel Canyon Blvd & Hollywood Blvd



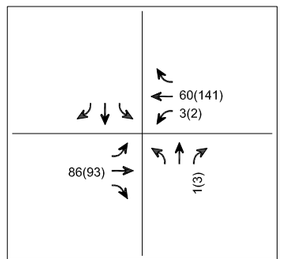
31. Fairfax Ave & Hollywood Blvd



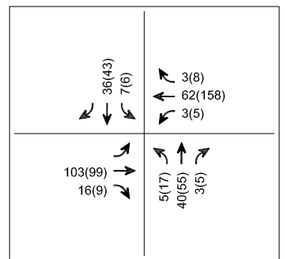
32. Nichols Canyon Rd / Genesee Ave & Hollywood Blvd



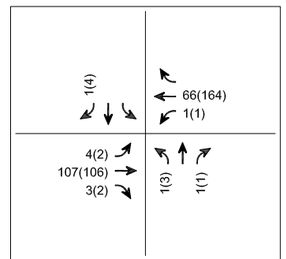
33. Gardner St & Hollywood Blvd



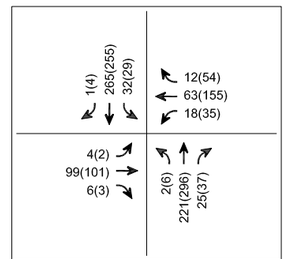
34. Fuller Ave & Hollywood Blvd



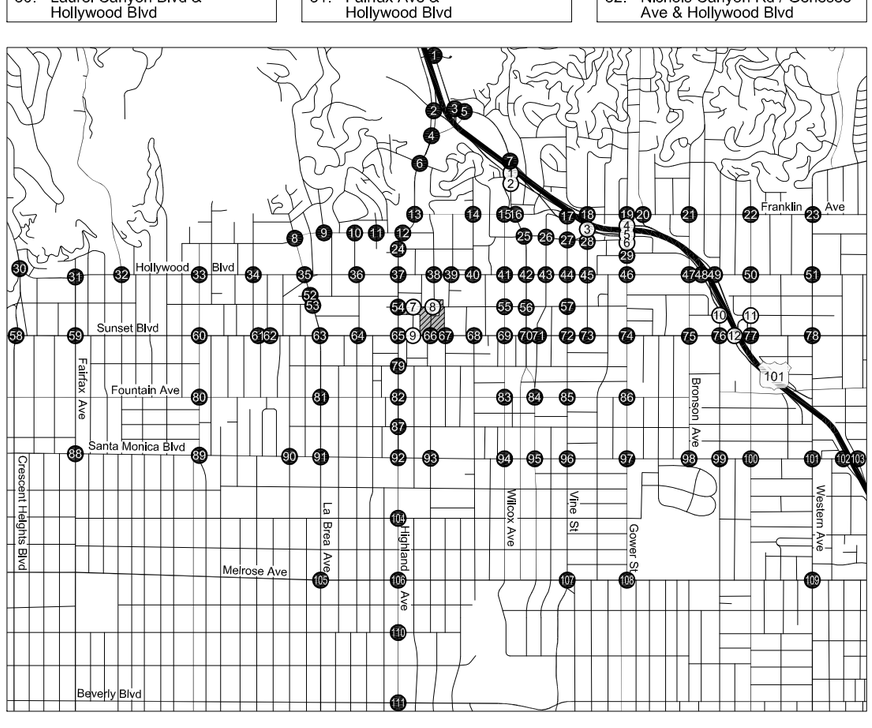
35. La Brea Ave & Hollywood Blvd

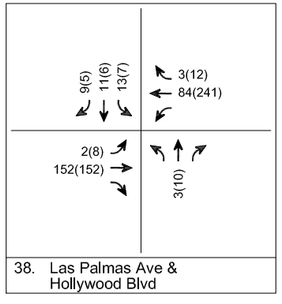


36. Orange Dr & Hollywood Blvd

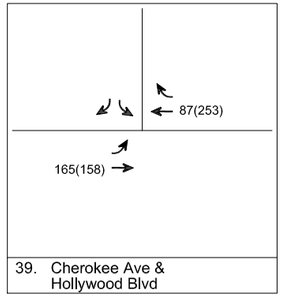


37. Highland Ave & Hollywood Blvd

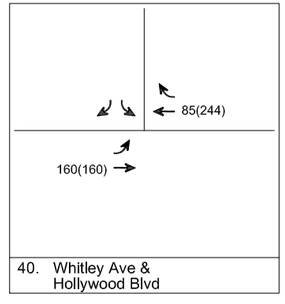




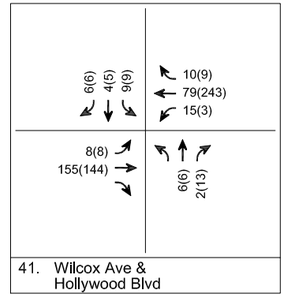
38. Las Palmas Ave & Hollywood Blvd



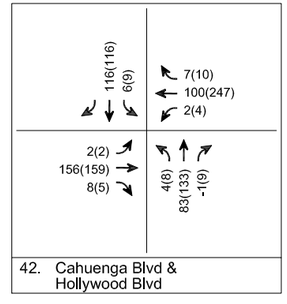
39. Cherokee Ave & Hollywood Blvd



40. Whitley Ave & Hollywood Blvd



41. Wilcox Ave & Hollywood Blvd



42. Cahuenga Blvd & Hollywood Blvd

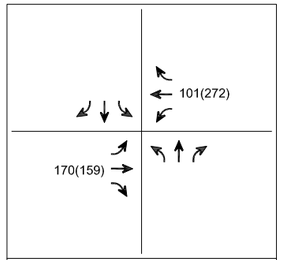
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

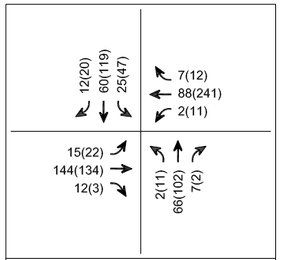
N
Not to Scale

RELATED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

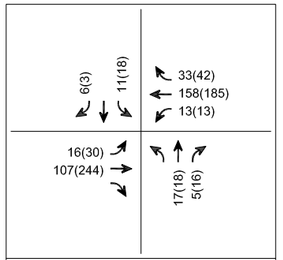
FIGURE
6 (CONT.)



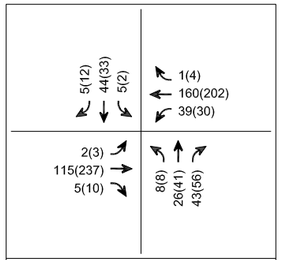
43. Ivar Ave & Hollywood Blvd



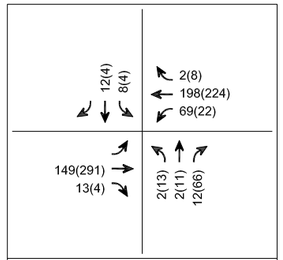
44. Vine St & Hollywood Blvd



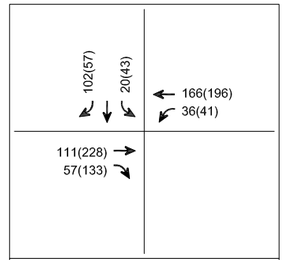
45. Argyle Ave & Hollywood Blvd



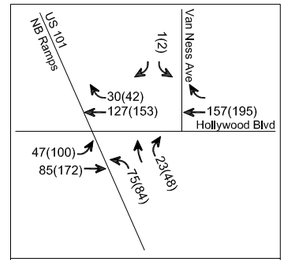
46. Gower St & Hollywood Blvd



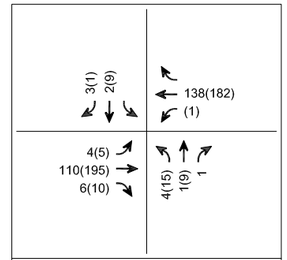
47. Bronson Ave & Hollywood Blvd



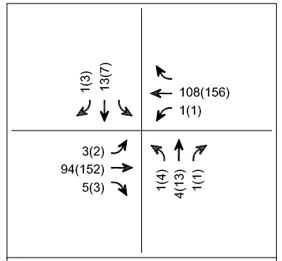
48. US-101 SB Ramps & Hollywood Blvd



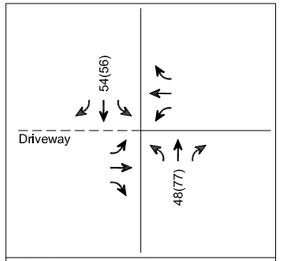
49. US-101 NB Ramps/Van Ness Ave & Hollywood Blvd



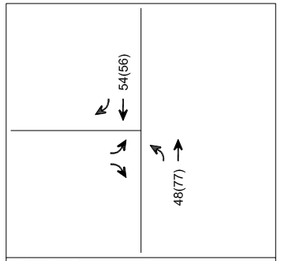
50. Wilton Pl & Hollywood Blvd



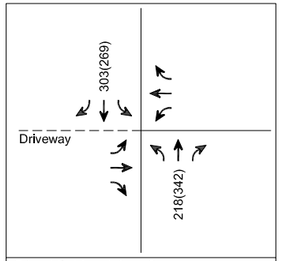
51. Western Ave & Hollywood Blvd



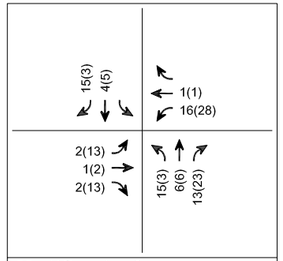
52. La Brea Ave & Hawthorn Ave (N)



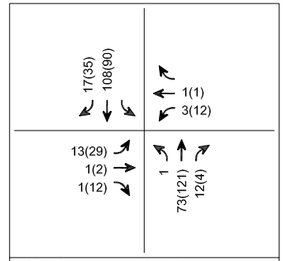
53. La Brea Ave & Hawthorn Ave (S)



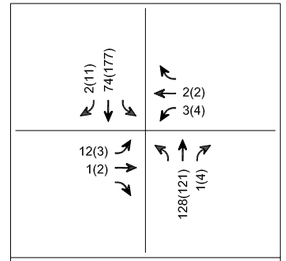
54. Highland Ave & Selma Ave



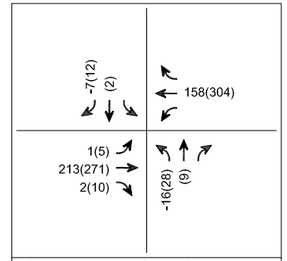
55. Wilcox Ave & Selma Ave



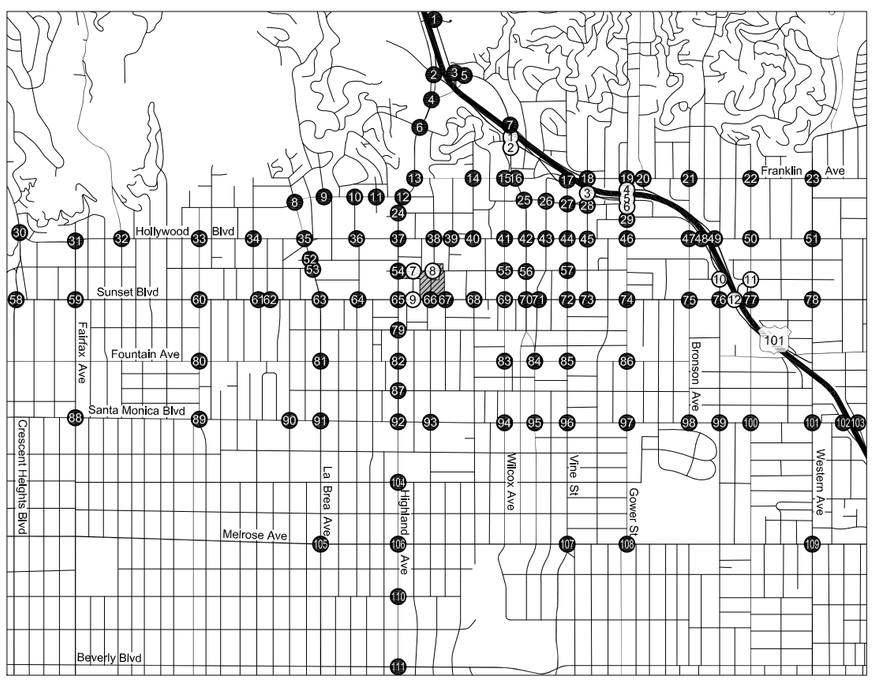
56. Caheuenga Blvd & Selma Ave

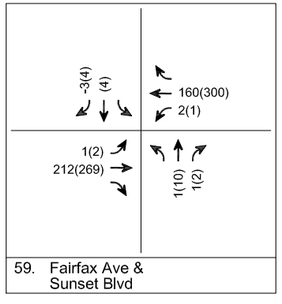


57. Vine St & Selma Ave

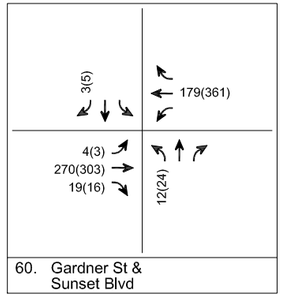


58. Crescent Heights Blvd & Sunset Blvd

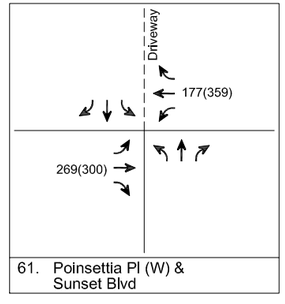




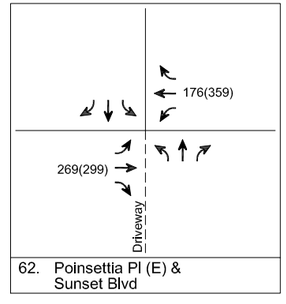
59. Fairfax Ave & Sunset Blvd



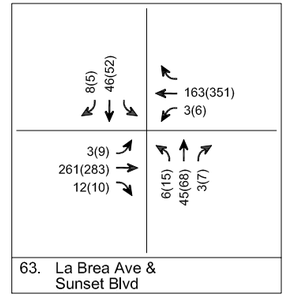
60. Gardner St & Sunset Blvd



61. Poinsettia Pl (W) & Sunset Blvd



62. Poinsettia Pl (E) & Sunset Blvd



63. La Brea Ave & Sunset Blvd

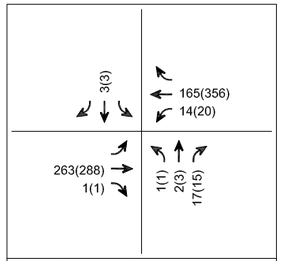
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

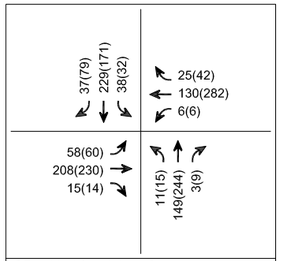
N
Not to Scale

RELATED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

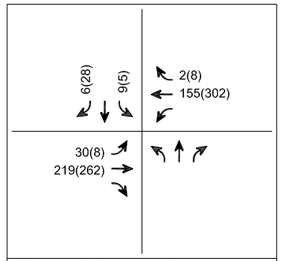
FIGURE
6 (CONT.)



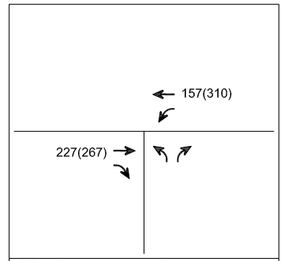
64. Orange Dr & Sunset Blvd



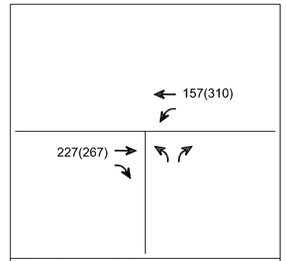
65. Highland Ave & Sunset Blvd



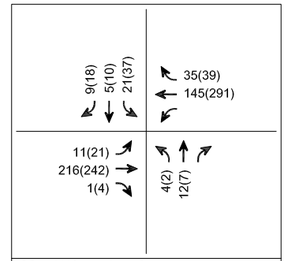
66. Las Palmas Ave & Sunset Blvd



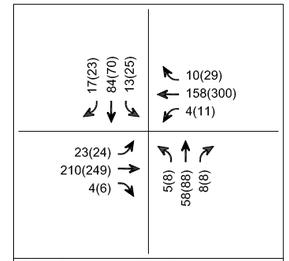
67. Cherokee Ave & Sunset Blvd



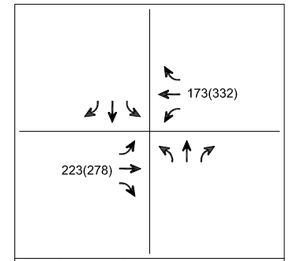
68. Seward St & Sunset Blvd



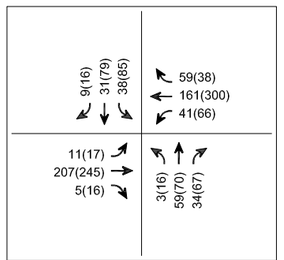
69. Wilcox Ave & Sunset Blvd



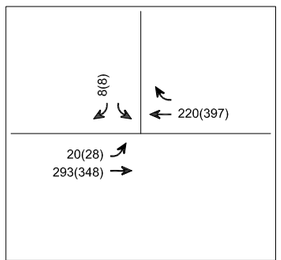
70. Cahuenga Blvd & Sunset Blvd



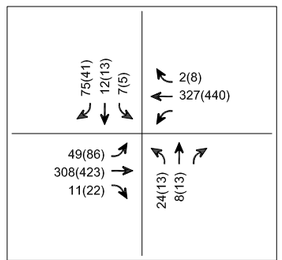
71. Ivar Ave & Sunset Blvd



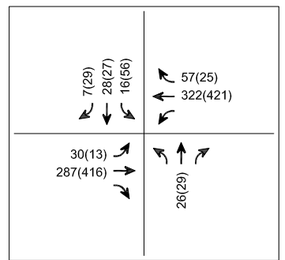
72. Vine St & Sunset Blvd



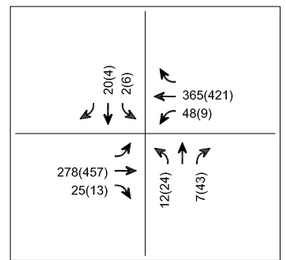
73. Argyle Ave & Sunset Blvd



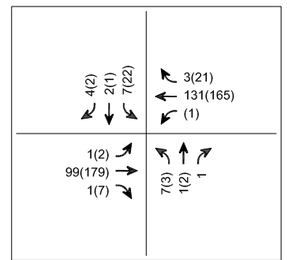
74. Gower St & Sunset Blvd



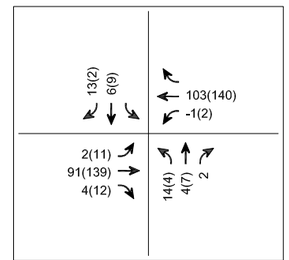
75. Bronson Ave & Sunset Blvd



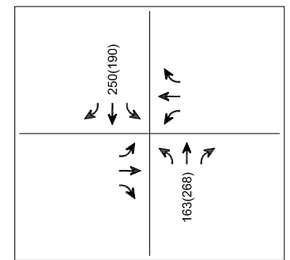
76. Van Ness Ave & Sunset Blvd



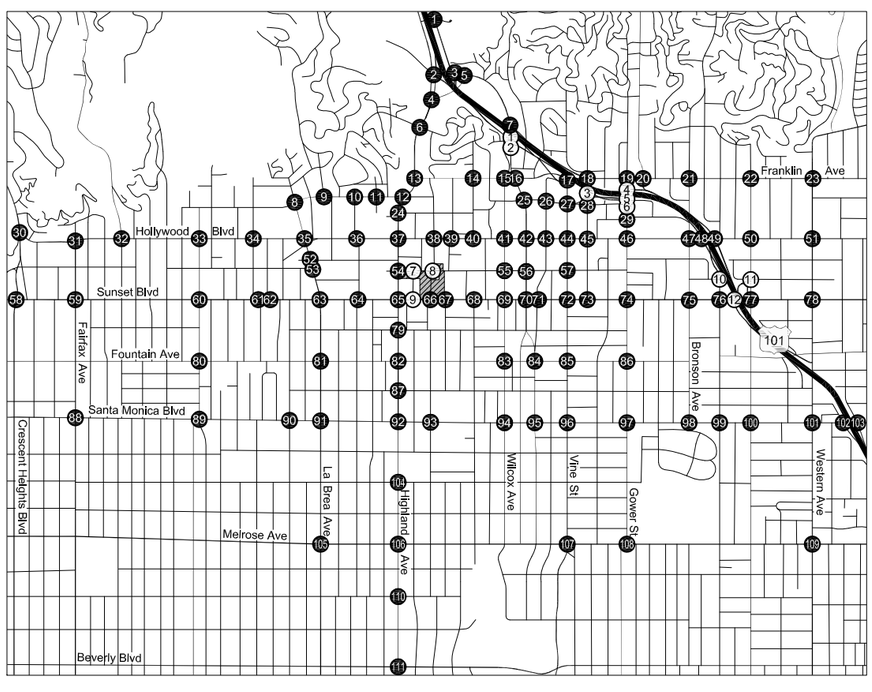
77. Wilton Pl & Sunset Blvd

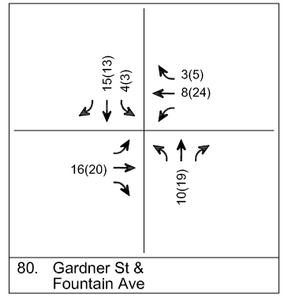


78. Western Ave & Sunset Blvd

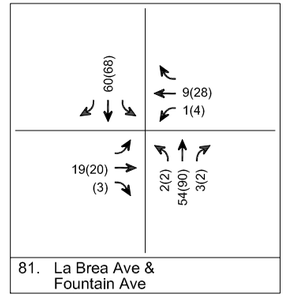


79. Highland Ave & De Longpre Ave

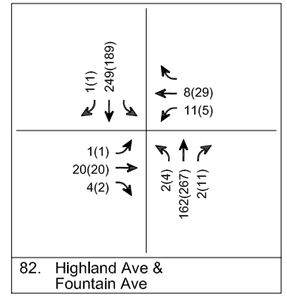




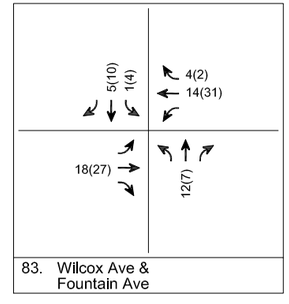
80. Gardner St & Fountain Ave



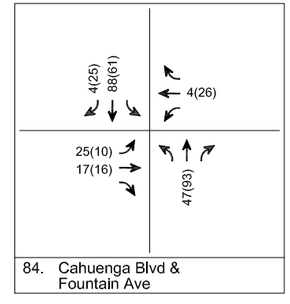
81. La Brea Ave & Fountain Ave



82. Highland Ave & Fountain Ave



83. Wilcox Ave & Fountain Ave



84. Cahuenga Blvd & Fountain Ave

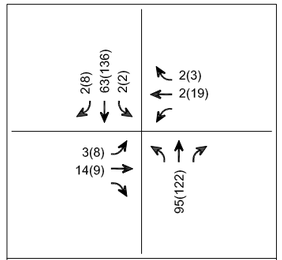
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

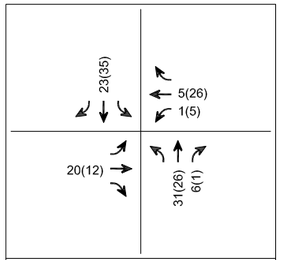
N
Not to Scale

RELATED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

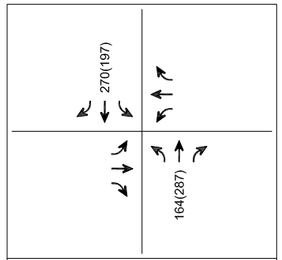
FIGURE
6 (CONT.)



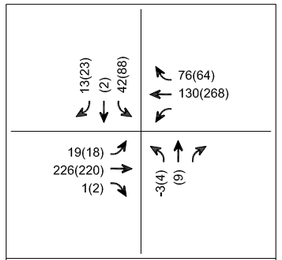
85. Vine St & Fountain Ave



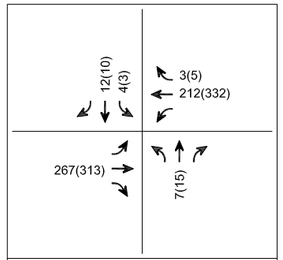
86. Gower St & Fountain Ave



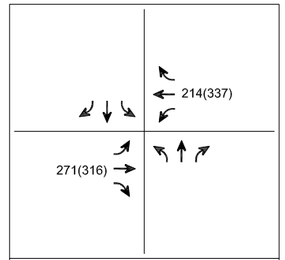
87. Highland Ave & Lexington Ave



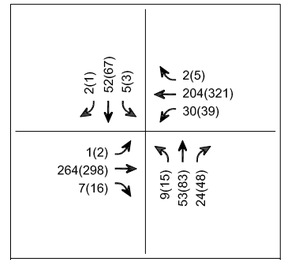
88. Fairfax Ave & Santa Monica Blvd



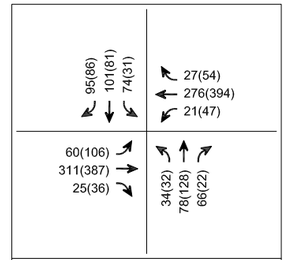
89. Gardner St & Santa Monica Blvd



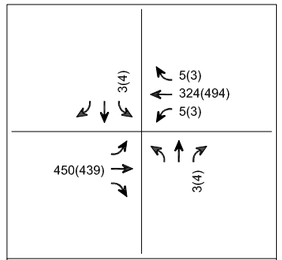
90. Formosa Ave & Santa Monica Blvd



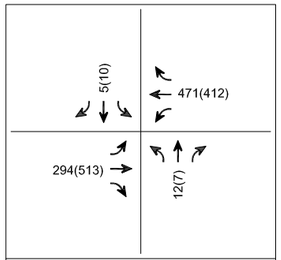
91. La Brea Ave & Santa Monica Blvd



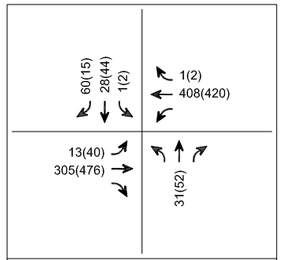
92. Highland Ave & Santa Monica Blvd



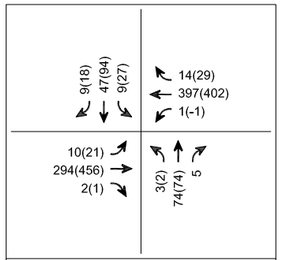
93. Las Palmas Ave & Santa Monica Blvd



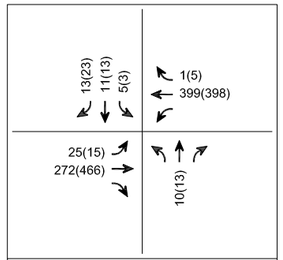
94. Wilcox Ave & Santa Monica Blvd



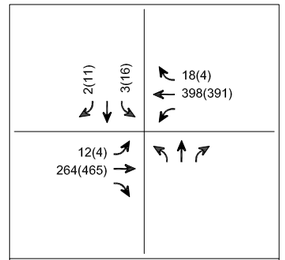
95. Cahuenga Blvd & Santa Monica Blvd



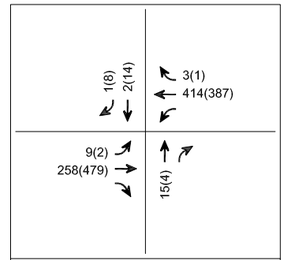
96. Vine St & Santa Monica Blvd



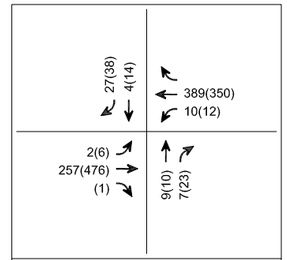
97. Gower St & Santa Monica Blvd



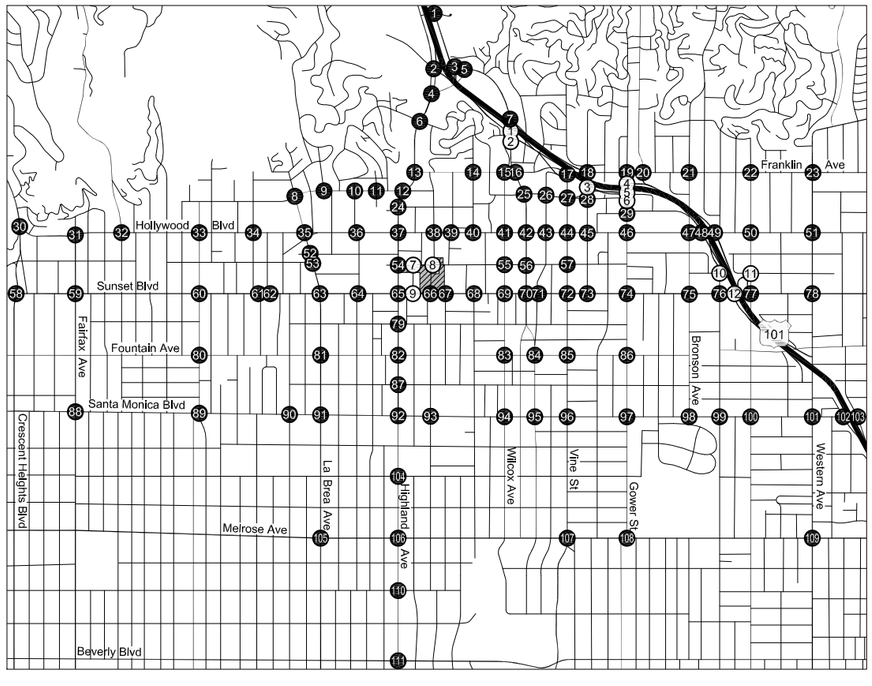
98. Bronson Ave & Santa Monica Blvd

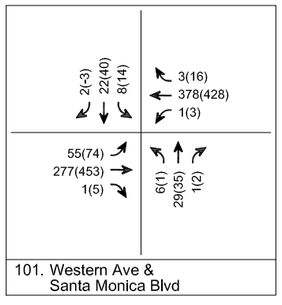


99. Van Ness Ave & Santa Monica Blvd

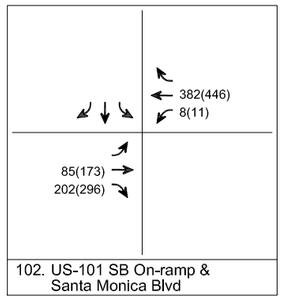


100. Wilton Pl & Santa Monica Blvd

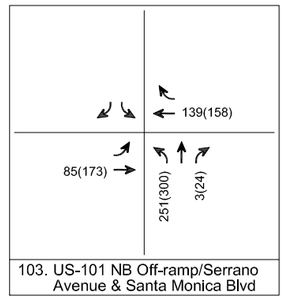




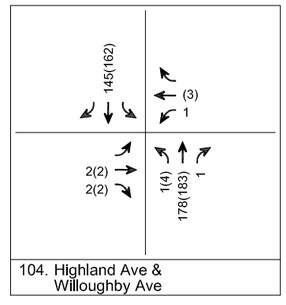
101. Western Ave & Santa Monica Blvd



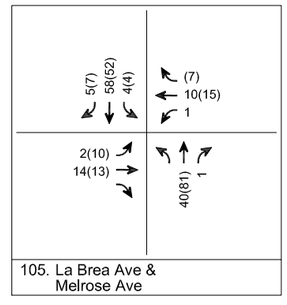
102. US-101 SB On-ramp & Santa Monica Blvd



103. US-101 NB Off-ramp/Serrano Avenue & Santa Monica Blvd



104. Highland Ave & Willoughby Ave



105. La Brea Ave & Melrose Ave

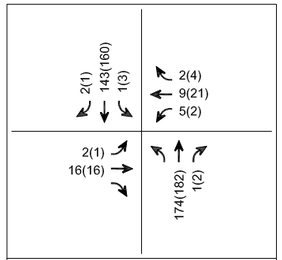
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

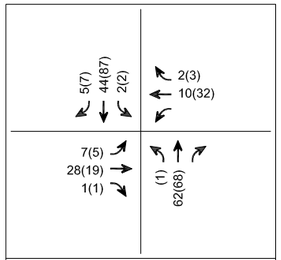
N
Not to Scale

RELATED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

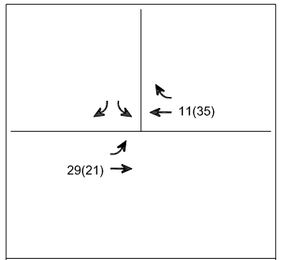
FIGURE
6 (CONT.)



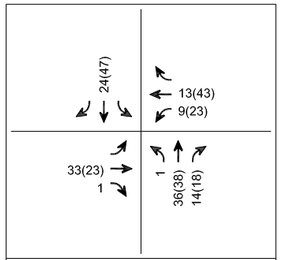
106. Highland Ave & Melrose Ave



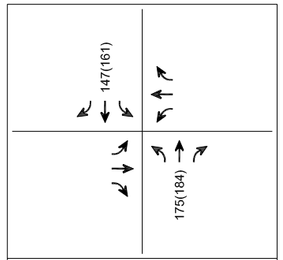
107. Vine St & Melrose Ave



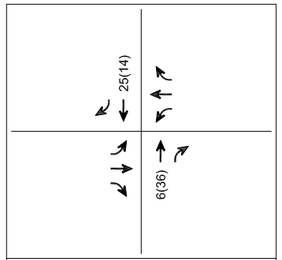
108. Gower St & Melrose Ave



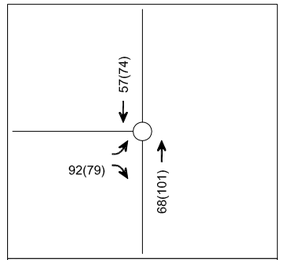
109. Western Ave & Melrose Ave



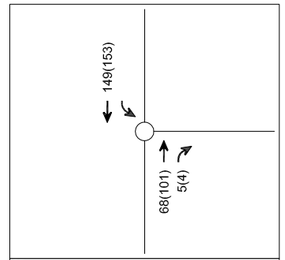
110. Highland Ave & Rosewood Ave



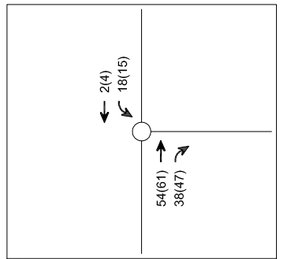
111. Highland Ave & Beverly Blvd



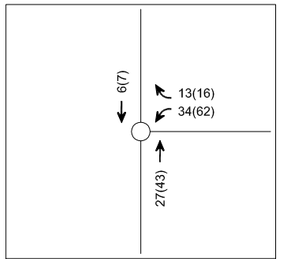
1. Cahuenga Blvd & US-101 SB Off-Ramp



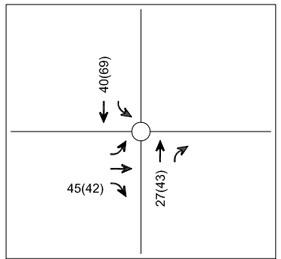
2. Cahuenga Blvd & US-101 SB On-Ramp



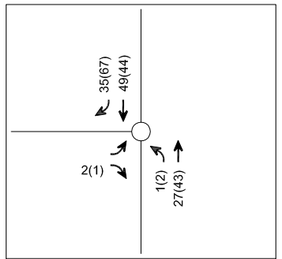
3. Argyle Ave & US-101 SB On-Ramp



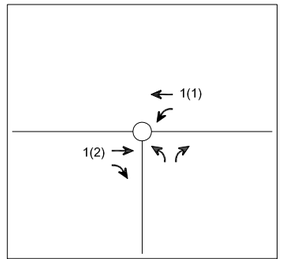
4. Gower St & US-101 NB Off-Ramp



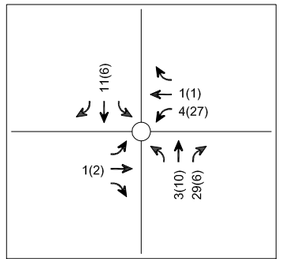
5. Gower St & US-101 SB Off-Ramp / Yucca St



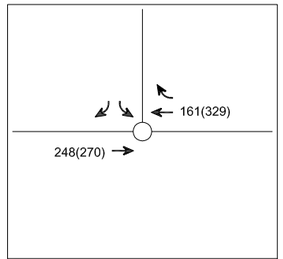
6. Gower St & Yucca St



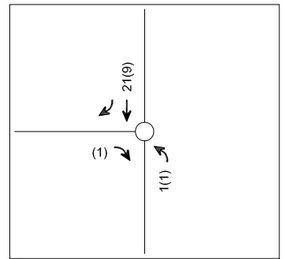
7. McCadden Pl (West) & Selma Ave



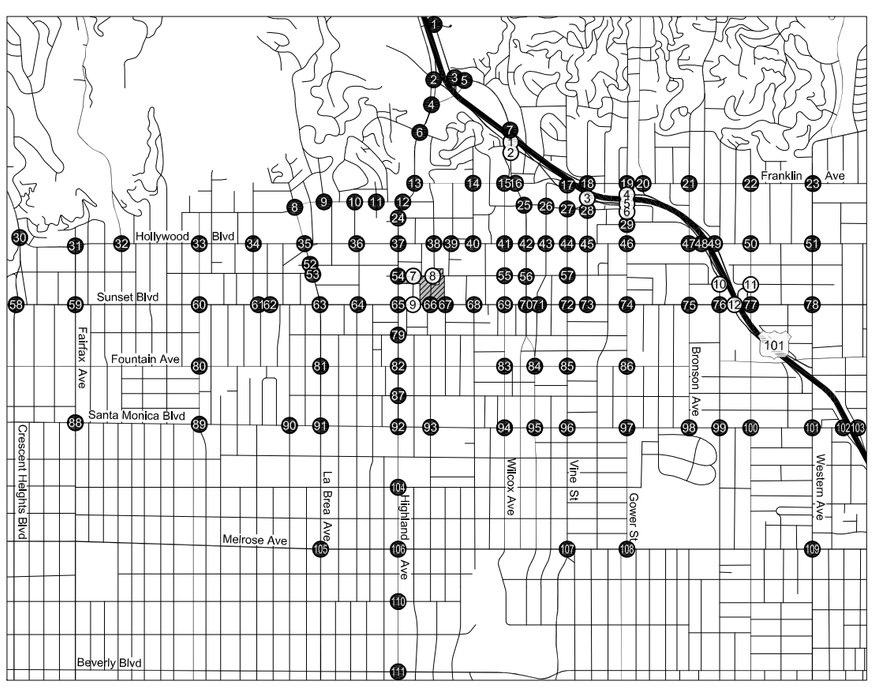
8. Las Palmas Ave & Selma Ave

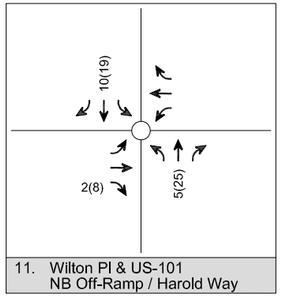


9. McCadden Pl (East) & Sunset Blvd

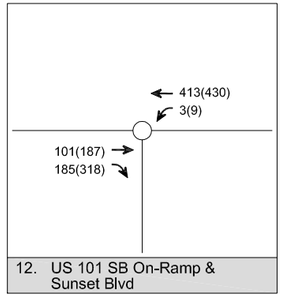


10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way





11. Wilton Pl & US-101 NB Off-Ramp / Harold Way



12. US 101 SB On-Ramp & Sunset Blvd

UNSIGNALIZED INTERSECTIONS

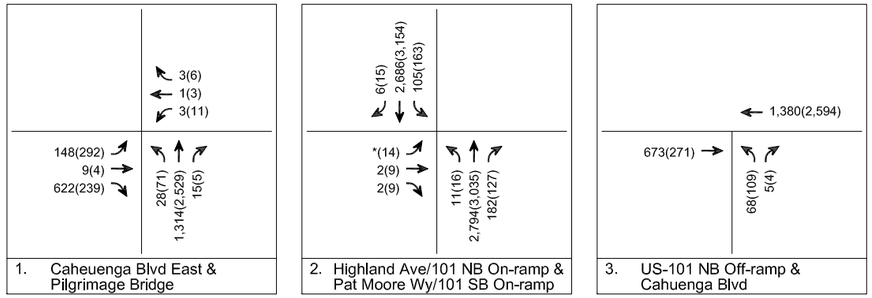
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

RELATED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

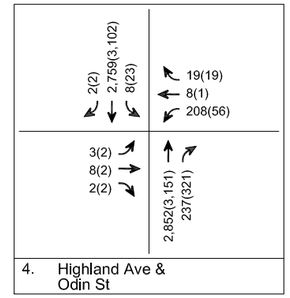
FIGURE
6 (CONT.)



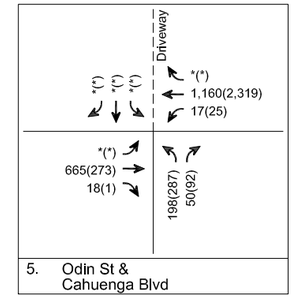
1. Caheuenga Blvd East & Pilgrimage Bridge

2. Highland Ave/101 NB On-ramp & Pat Moore Wy/101 SB On-ramp

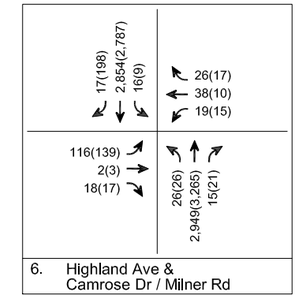
3. US-101 NB Off-ramp & Cahuenga Blvd



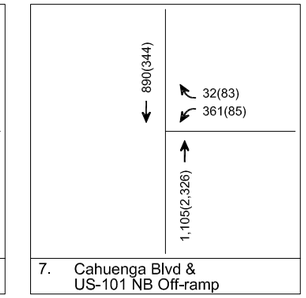
4. Highland Ave & Odin St



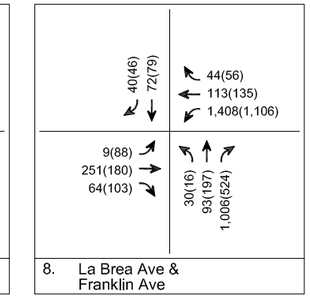
5. Odin St & Cahuenga Blvd



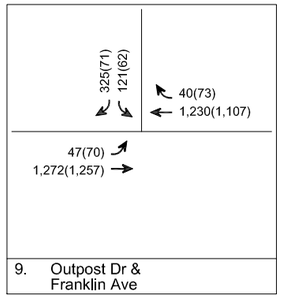
6. Highland Ave & Camrose Dr / Milner Rd



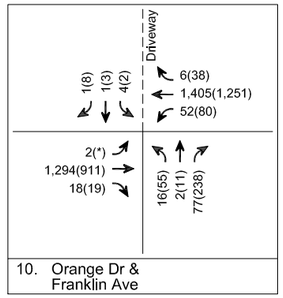
7. Cahuenga Blvd & US-101 NB Off-ramp



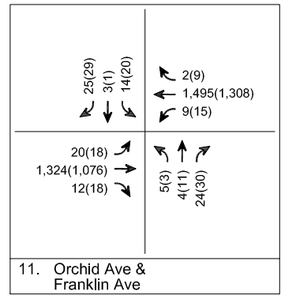
8. La Brea Ave & Franklin Ave



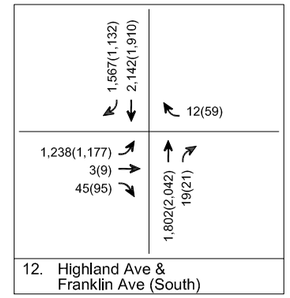
9. Outpost Dr & Franklin Ave



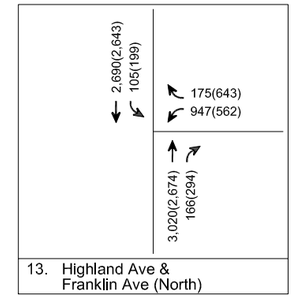
10. Orange Dr & Franklin Ave



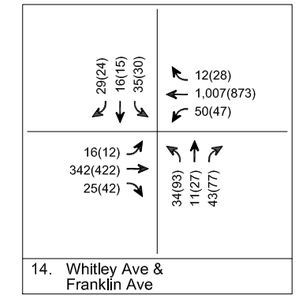
11. Orchid Ave & Franklin Ave



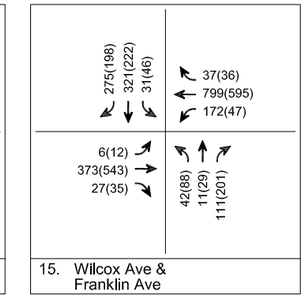
12. Highland Ave & Franklin Ave (South)



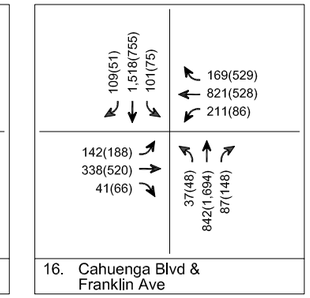
13. Highland Ave & Franklin Ave (North)



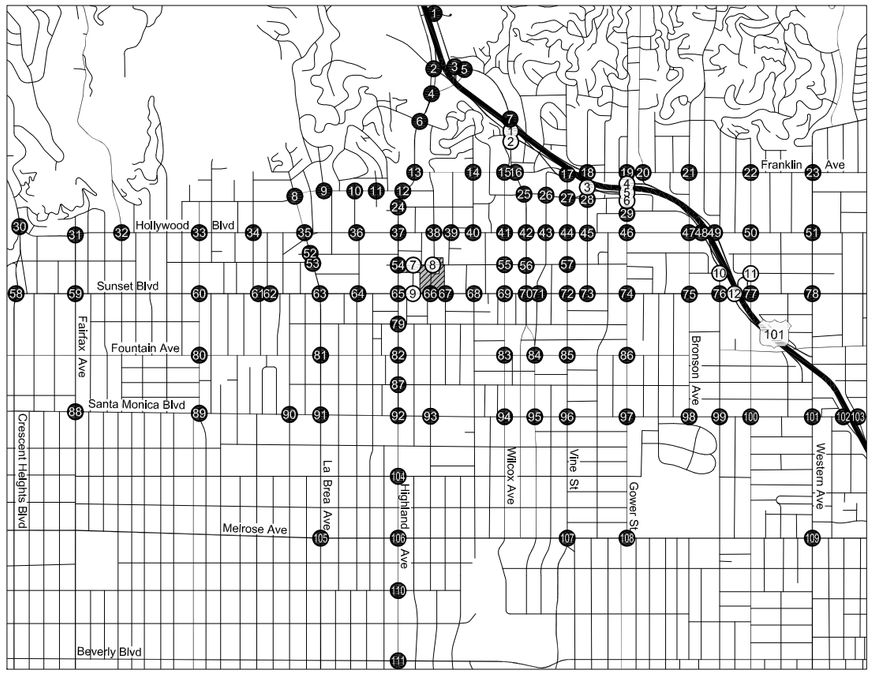
14. Whitley Ave & Franklin Ave

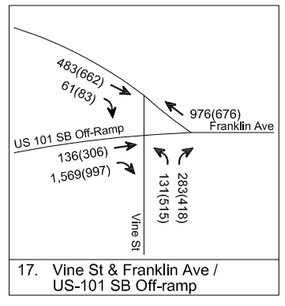


15. Wilcox Ave & Franklin Ave

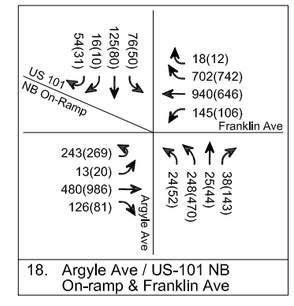


16. Cahuenga Blvd & Franklin Ave

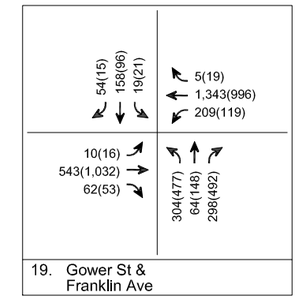




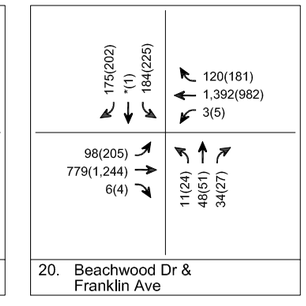
17. Vine St & Franklin Ave / US-101 SB Off-ramp



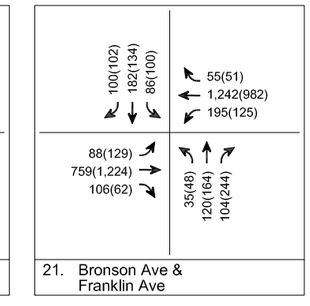
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave



19. Gower St & Franklin Ave



20. Beachwood Dr & Franklin Ave



21. Bronson Ave & Franklin Ave

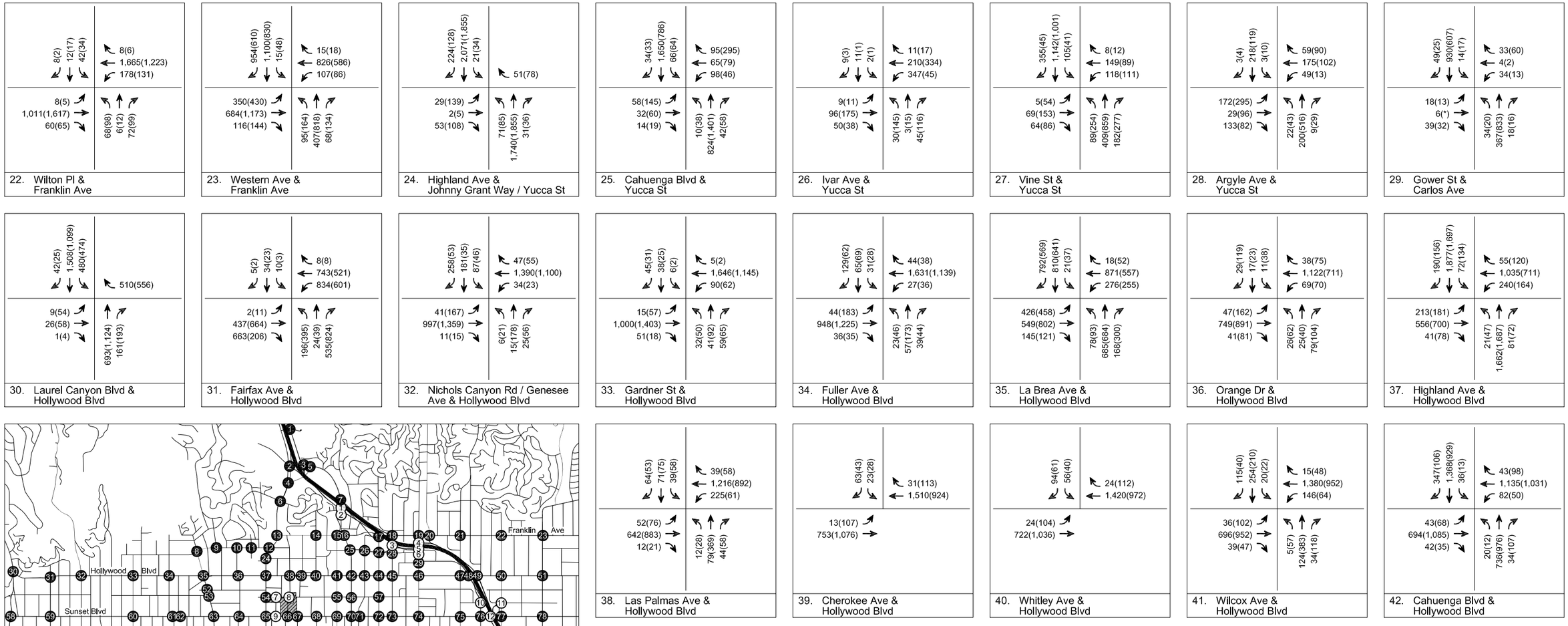
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

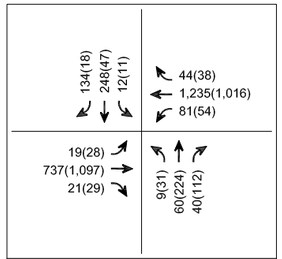
FUTURE WITHOUT PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 7

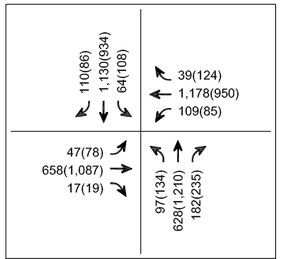


FUTURE WITHOUT PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

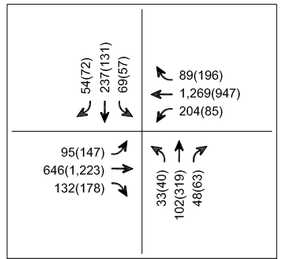
FIGURE
7 (CONT.)



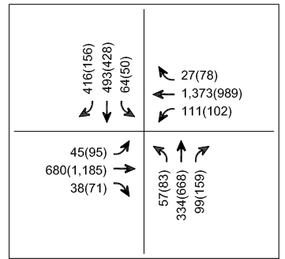
43. Ivar Ave & Hollywood Blvd



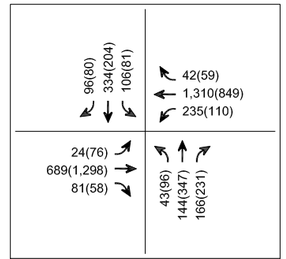
44. Vine St & Hollywood Blvd



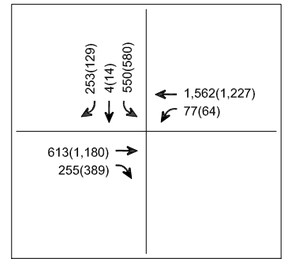
45. Argyle Ave & Hollywood Blvd



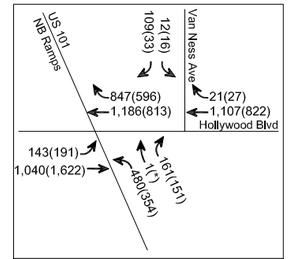
46. Gower St & Hollywood Blvd



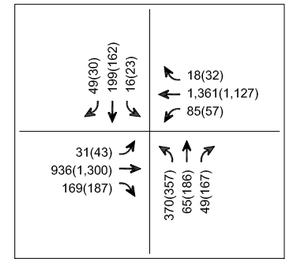
47. Bronson Ave & Hollywood Blvd



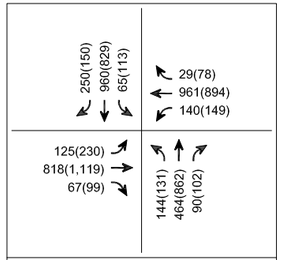
48. US-101 SB Ramps & Hollywood Blvd



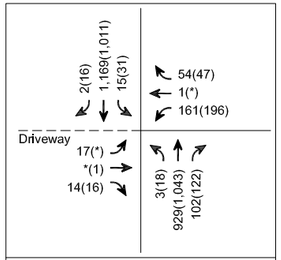
49. US-101 NB Ramps/Van Ness Ave & Hollywood Blvd



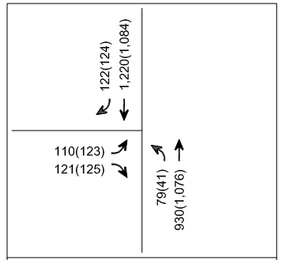
50. Wilton Pl & Hollywood Blvd



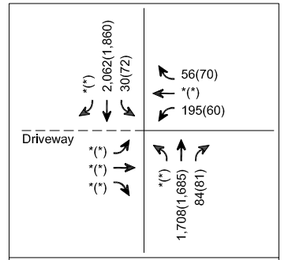
51. Western Ave & Hollywood Blvd



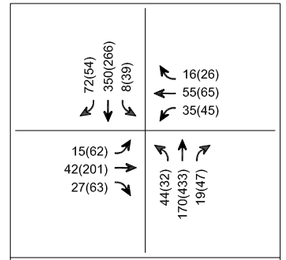
52. La Brea Ave & Hawthorn Ave (N)



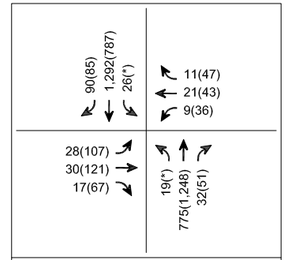
53. La Brea Ave & Hawthorn Ave (S)



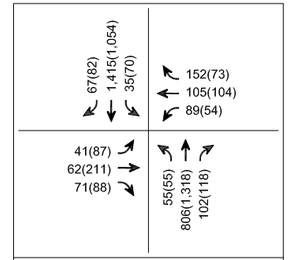
54. Highland Ave & Selma Ave



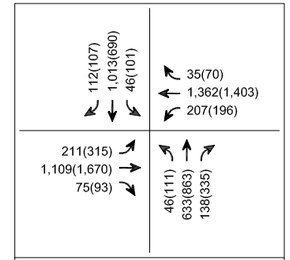
55. Wilcox Ave & Selma Ave



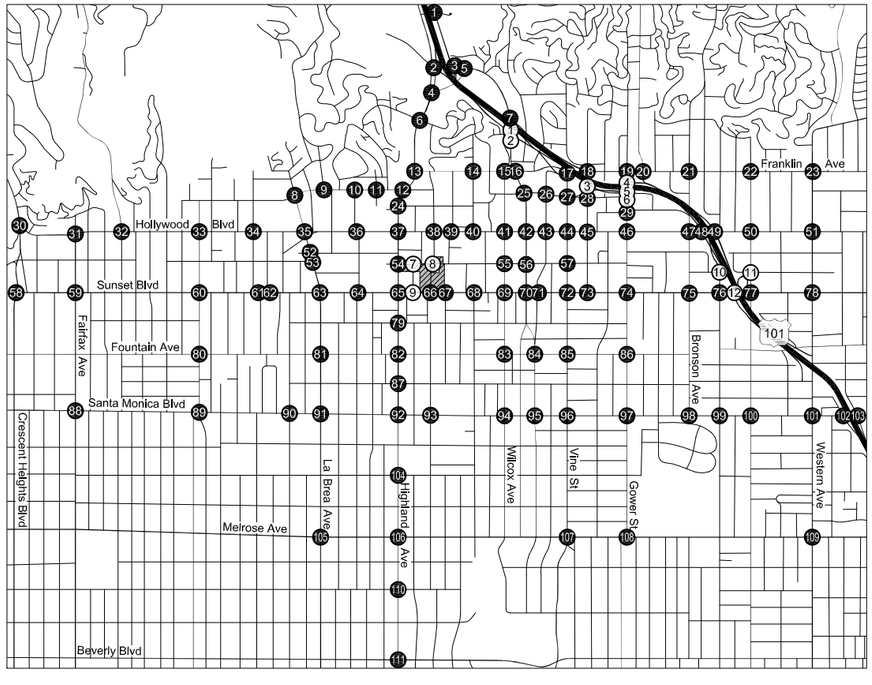
56. Caheuenga Blvd & Selma Ave

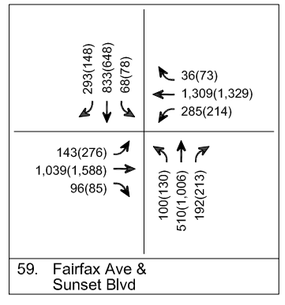


57. Vine St & Selma Ave

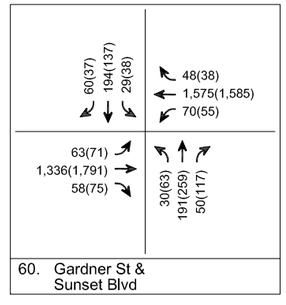


58. Crescent Heights Blvd & Sunset Blvd

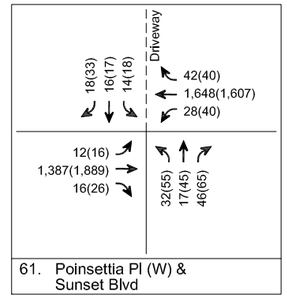




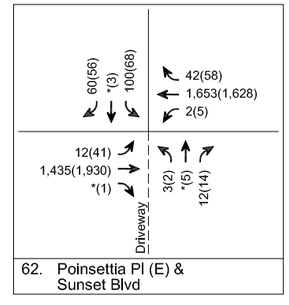
59. Fairfax Ave & Sunset Blvd



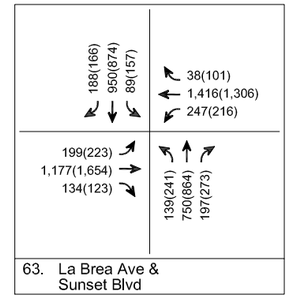
60. Gardner St & Sunset Blvd



61. Poinsettia Pl (W) & Sunset Blvd



62. Poinsettia Pl (E) & Sunset Blvd



63. La Brea Ave & Sunset Blvd

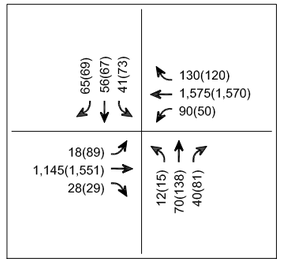
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

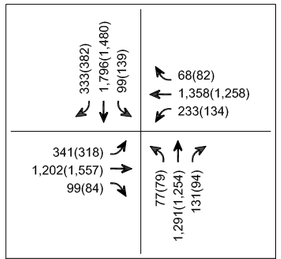
N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

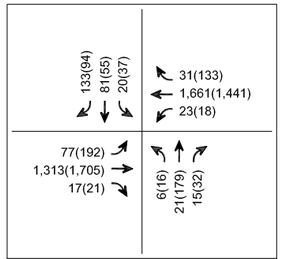
FIGURE
7 (CONT.)



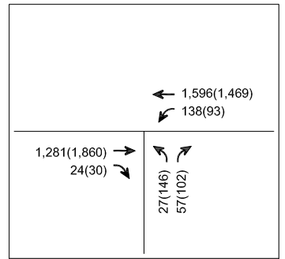
64. Orange Dr & Sunset Blvd



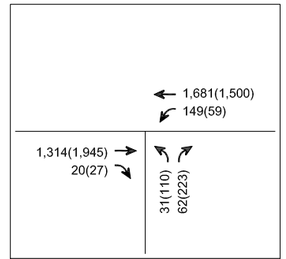
65. Highland Ave & Sunset Blvd



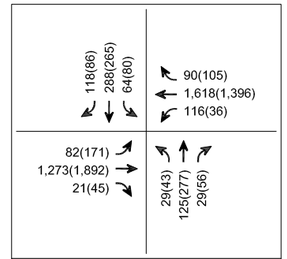
66. Las Palmas Ave & Sunset Blvd



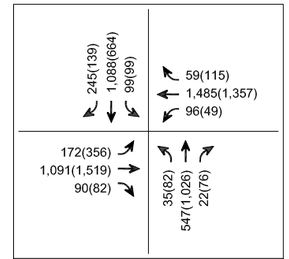
67. Cherokee Ave & Sunset Blvd



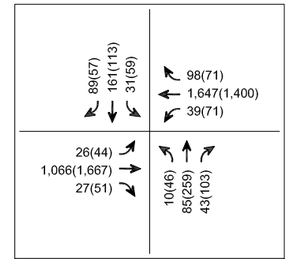
68. Seward St & Sunset Blvd



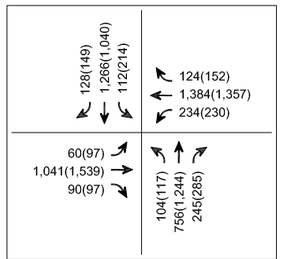
69. Wilcox Ave & Sunset Blvd



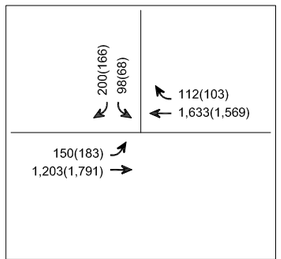
70. Cahuenga Blvd & Sunset Blvd



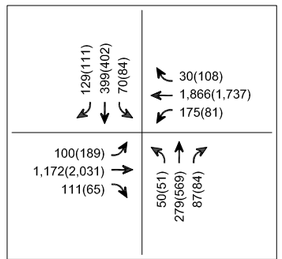
71. Ivar Ave & Sunset Blvd



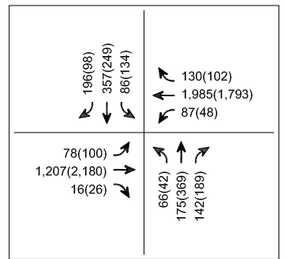
72. Vine St & Sunset Blvd



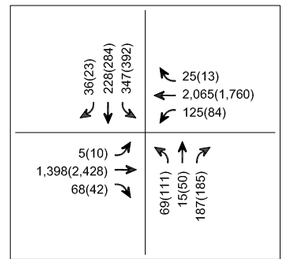
73. Argyle Ave & Sunset Blvd



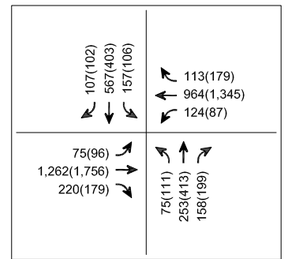
74. Gower St & Sunset Blvd



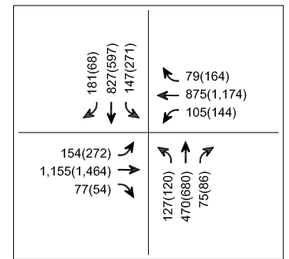
75. Bronson Ave & Sunset Blvd



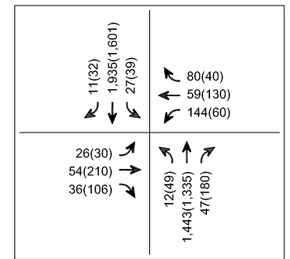
76. Van Ness Ave & Sunset Blvd



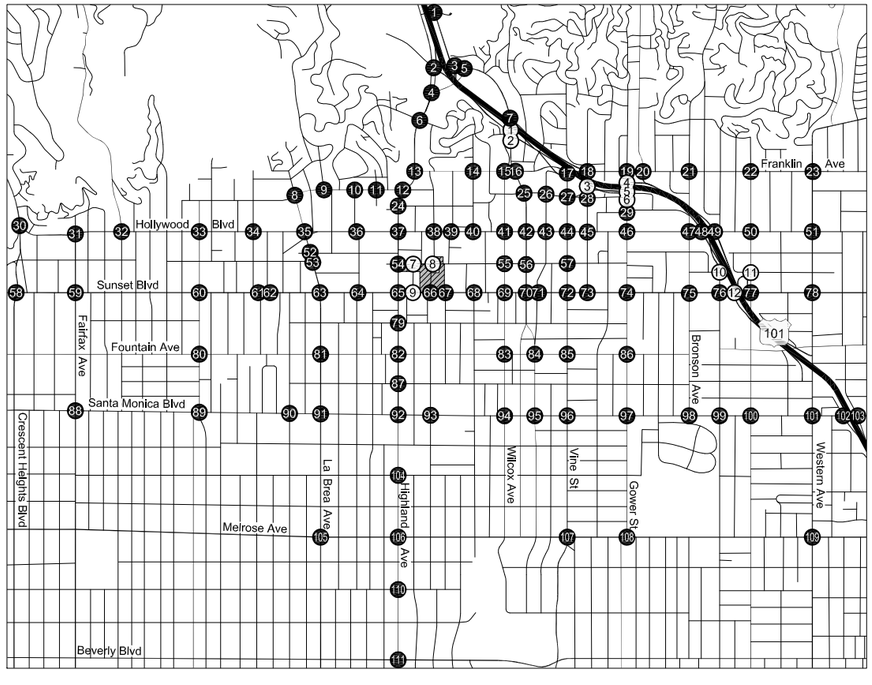
77. Wilton Pl & Sunset Blvd

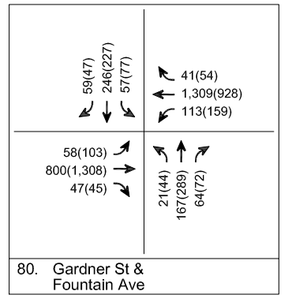


78. Western Ave & Sunset Blvd

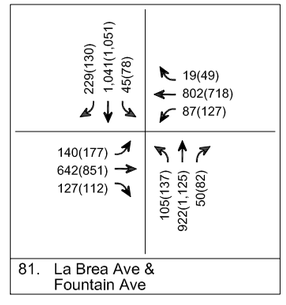


79. Highland Ave & De Longpre Ave

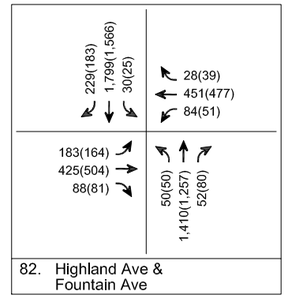




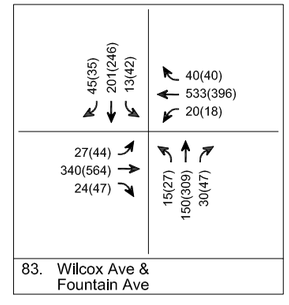
80. Gardner St & Fountain Ave



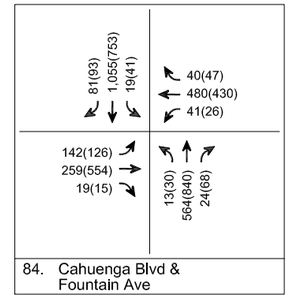
81. La Brea Ave & Fountain Ave



82. Highland Ave & Fountain Ave



83. Wilcox Ave & Fountain Ave



84. Cahuenga Blvd & Fountain Ave

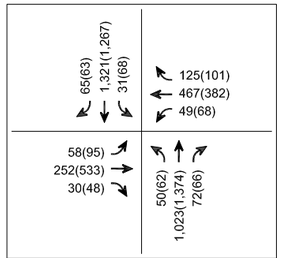
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

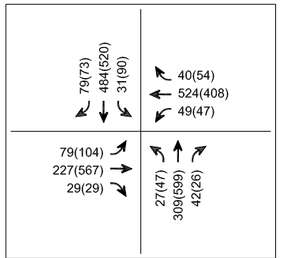
N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

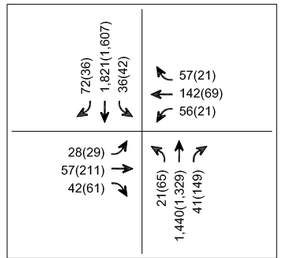
FIGURE
7 (CONT.)



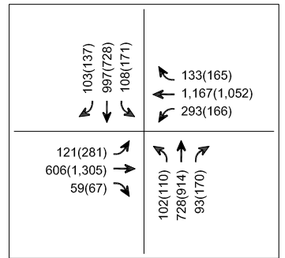
85. Vine St & Fountain Ave



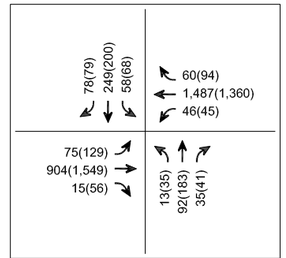
86. Gower St & Fountain Ave



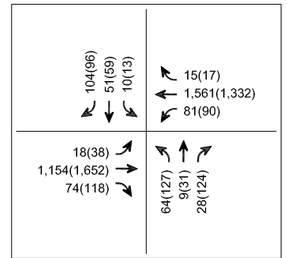
87. Highland Ave & Lexington Ave



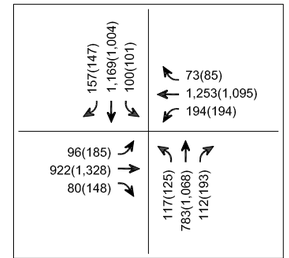
88. Fairfax Ave & Santa Monica Blvd



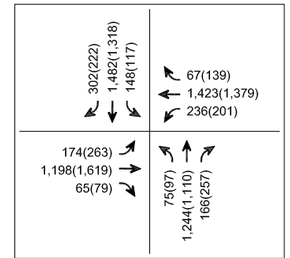
89. Gardner St & Santa Monica Blvd



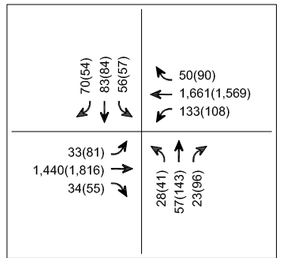
90. Formosa Ave & Santa Monica Blvd



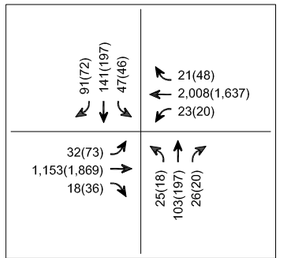
91. La Brea Ave & Santa Monica Blvd



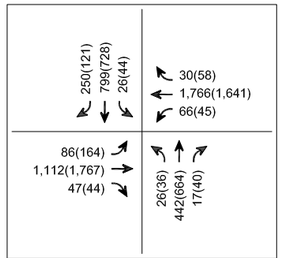
92. Highland Ave & Santa Monica Blvd



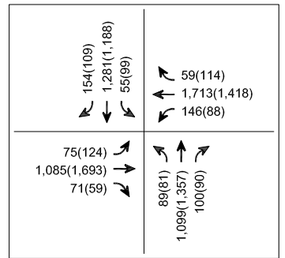
93. Las Palmas Ave & Santa Monica Blvd



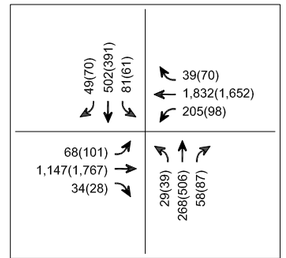
94. Wilcox Ave & Santa Monica Blvd



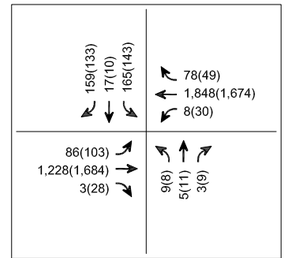
95. Cahuenga Blvd & Santa Monica Blvd



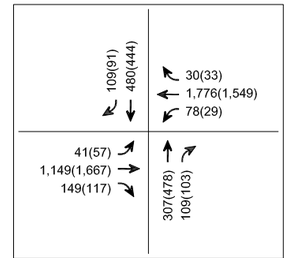
96. Vine St & Santa Monica Blvd



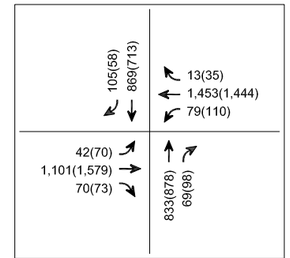
97. Gower St & Santa Monica Blvd



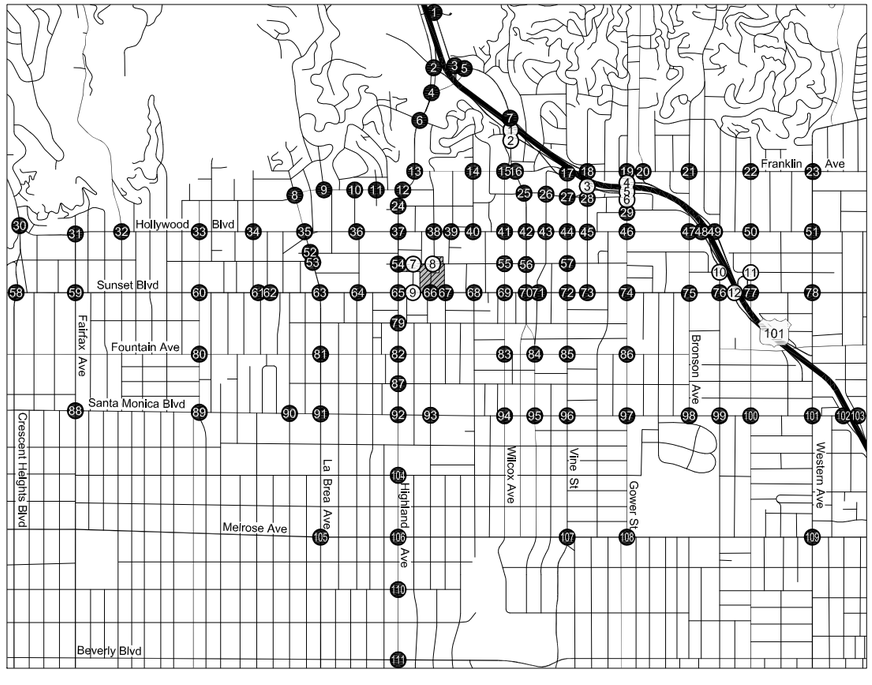
98. Bronson Ave & Santa Monica Blvd

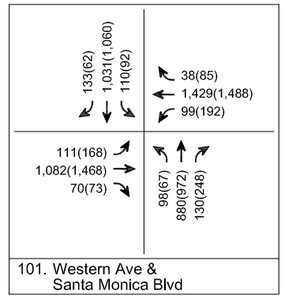


99. Van Ness Ave & Santa Monica Blvd

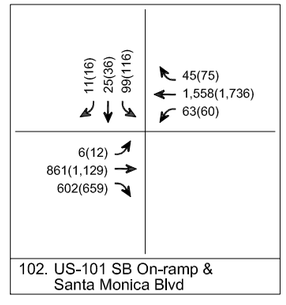


100. Wilton Pl & Santa Monica Blvd

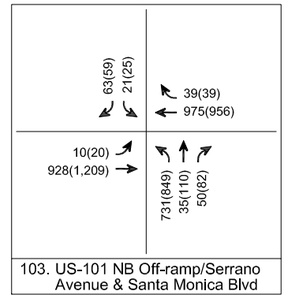




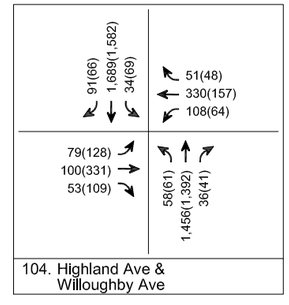
101. Western Ave & Santa Monica Blvd



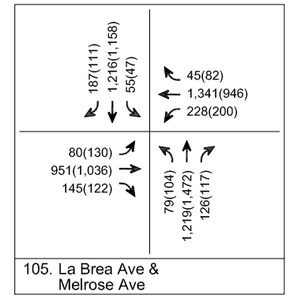
102. US-101 SB On-ramp & Santa Monica Blvd



103. US-101 NB Off-ramp/Serrano Avenue & Santa Monica Blvd



104. Highland Ave & Willoughby Ave



105. La Brea Ave & Melrose Ave

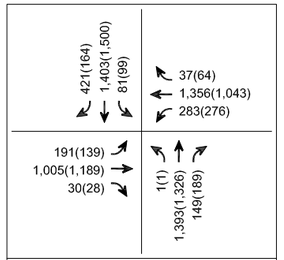
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

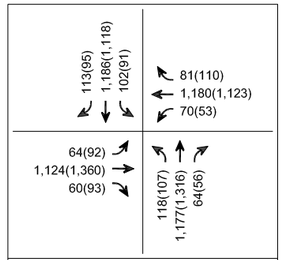
N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

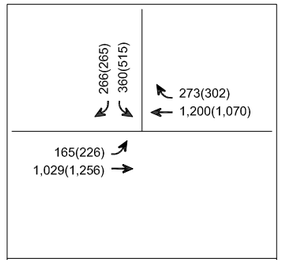
FIGURE
7 (CONT.)



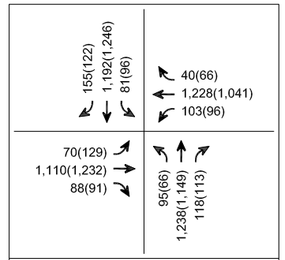
106. Highland Ave & Melrose Ave



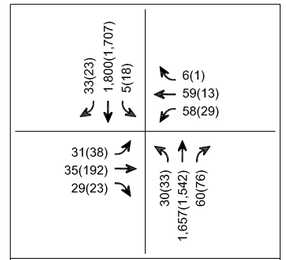
107. Vine St & Melrose Ave



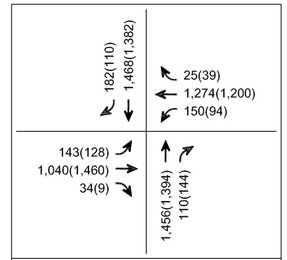
108. Gower St & Melrose Ave



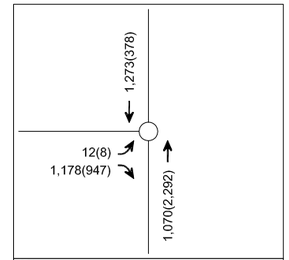
109. Western Ave & Melrose Ave



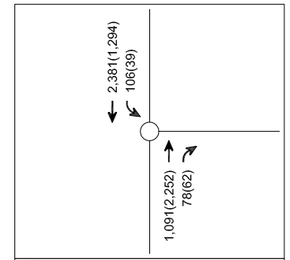
110. Highland Ave & Rosewood Ave



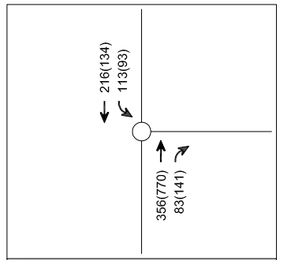
111. Highland Ave & Beverly Blvd



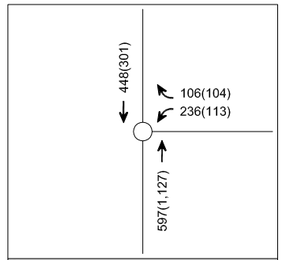
1. Cahuenga Blvd & US-101 SB Off-Ramp



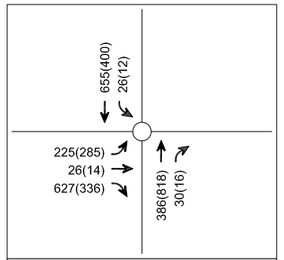
2. Cahuenga Blvd & US-101 SB On-Ramp



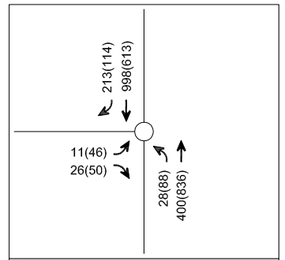
3. Argyle Ave & US-101 SB On-Ramp



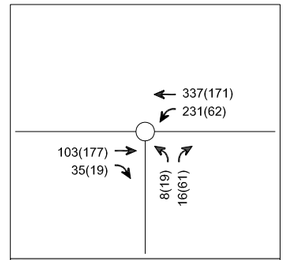
4. Gower St & US-101 NB Off-Ramp



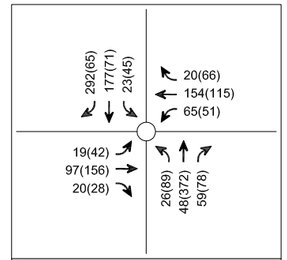
5. Gower St & US-101 SB Off-Ramp / Yucca St



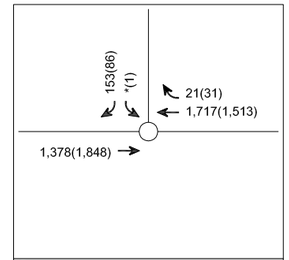
6. Gower St & Yucca St



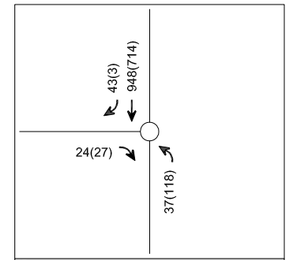
7. McCadden Pl (West) & Selma Ave



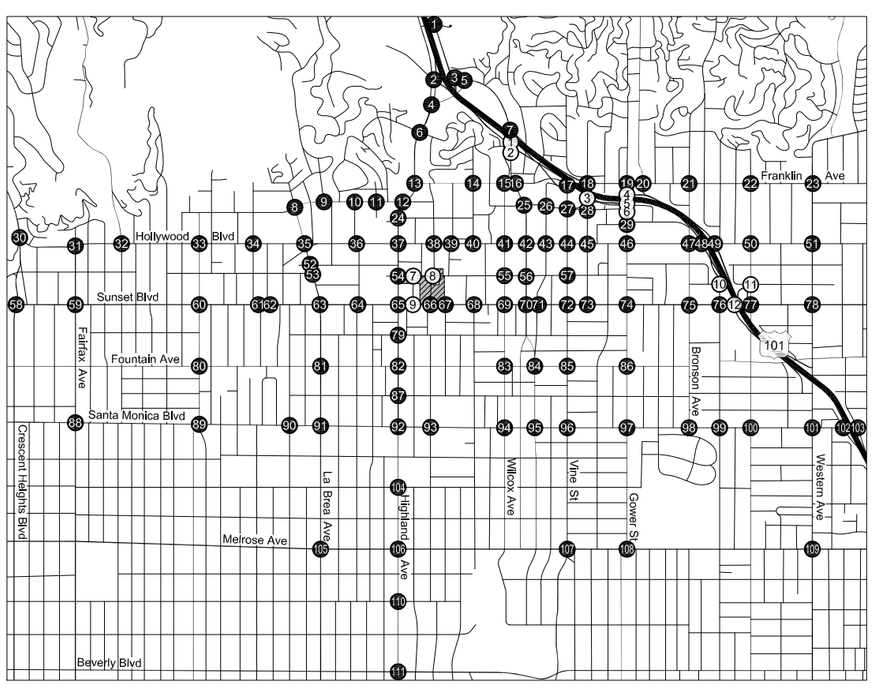
8. Las Palmas Ave & Selma Ave

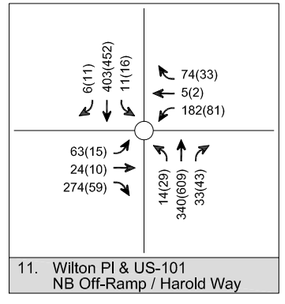


9. McCadden Pl (East) & Sunset Blvd

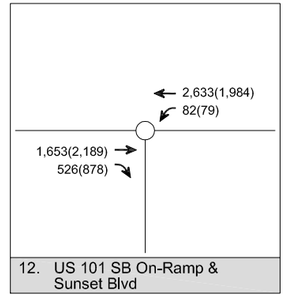


10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way





11. Wilton Pl & US-101 NB Off-Ramp / Harold Way



12. US 101 SB On-Ramp & Sunset Blvd

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 (CONT.)

TABLE 6
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	AM Peak Hour			PM Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total
1.	Mixed-Use	3400 N Cahuenga Blvd	53 apartment units, 5,000 sf retail, 11,385 sf office, and 40,300 sf health club	1,518	115	110	225	121	67	188
2.	LGBT Center	1118-1139 N McCadden Pl, 6719-6733 Santa Monica Blvd	100 du senior housing, 40 du youth housing, retail, office, classrooms	610	11	30	40	30	20	50
3.	Sunset Millennium	8500 W Sunset Blvd	371 hotel rooms, 34,000 sf restaurant/retail, 7,000 sf theater, 2,500 sf dining	5,412	205	149	354	213	221	434
4.	Desmond's Tower	5500 W Wilshire Blvd	175 apartment units	820	13	51	64	51	28	79
5.	Condominium	3450 N Cahuenga Blvd	68 condominium units and 59,000 sf retail	3,010	15	72	87	131	64	195
6.	Gaju Market (New California Market)	450 S Western Ave	130,500 sf retail	3,019	47	29	76	138	138	276
7.	Paseo Plaza Mixed-Use	5651 W Santa Monica Blvd	437 apartment units and 378,000 sf retail	6,831	50	200	250	419	225	644
8.	BLVD 6200 Mixed-Use	6200 W Hollywood Blvd	952 apartment units and 190,000 sf retail (Phase 1 Complete)	2,816	41	103	143	133	109	242
9.	Sunset & Vine Mixed-Use	1538 N Vine Street	306 apartment units and 68,000 sf retail	3,049	27	109	136	191	103	294
10.	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
11.	La Brea	101 S La Brea Ave	180 condominium units, 26,400 sf retail, and 3,000 sf other	1,503	11	52	63	62	30	92
12.	Third Street Mixed-Use Project	5863 W 3rd St	60 apartment units and 5,350 retail	1,248	29	140	169	85	42	127
13.	Yucca Street Condos	6230 W Yucca Street	85 condominium units and 13,890 sf commercial	364	4	21	25	21	11	32
14.	Office	959 N Seward Street	240,000 sf office	2,356	299	41	340	53	260	313
15.	Archstone Hollywood Mixed-Use Project	6914 W Santa Monica Blvd	374 condominium units and 15,000 sf retail	2,279	18	90	108	125	61	186
16.	Residential Project (Apartments)	3716 N Barham Blvd	364 Apartment Units	1,290	0	0	92	0	0	120
17.	Office Project	6516 W Selma Avee	85,000 sf office	936	116	16	132	22	105	127
18.	Mixed-Use	5245 W Santa Monica Blvd	68 apartment units and 51,674 sf retail	2,526	13	53	66	137	74	211
19.	Selma Hotel	6417 W Selma Avee	180 room hotel and 12,840 sf restaurant	1,849	6	4	10	61	59	120
20.	Hollywood Production Center	1149 N Gower Street	57 residential units	704	5	22	27	22	12	34
21.	Hanover Gower Mixed-Use	6100 W Hollywood Blvd	151 apartment units and 6,200 sf retail	1,397	21	72	93	76	45	121
22.	Gas Station & Convenience Store	3704 N Cahuenga Blvd	Adding 1,700 sf to existing "gas station w/ conv. Store"	1,157	48	45	93	58	58	116
23.	Wilshire & Crescent Heights Mixed-Use	6245 W Wilshire Blvd	4200 sf bank, 133 apts, 4 condos & 1570 sf coffee shop	1,214	29	74	103	32	2	34
24.	Mixed-Use Office/Retail	936 N La Brea Avee	88,750 sf office and 12,000 sf retail	911	24	5	29	14	37	38
25.	Pantages Theater Office	6225 W Hollywood Blvd	214,000 sf office	1,918	243	33	276	43	411	254
26.	Selma & Vine Office Project	1601 N Vine Street	121,609 sf office and 2,613 sf commercial	1,239	155	27	182	39	145	184
27.	Argyle Hotel Project	1800 N Argyle Avee	225 room hotel	1,360	22	37	59	60	18	78
28.	Seward Street Office Project	956 N Seward Street	130,000 sf office	1,240	165	21	186	29	151	180
29.	NBC Universal Evolution Plan	100 Universal City Plaza	Theme park, production studio, and entertainment district master plan	19,139	1,271	489	1,760	307	1,391	1,698
30.	Restaurant	6757 W Hollywood Blvd	17,717 sf restaurant	1,220	5	5	10	35	17	52
31.	The Beverly Connection	100 N La Cienega Blvd	Conversion & Renovation of existing shopping ctr	1,663	(11)	15	4	88	77	166
32.	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	(19)	11	(8)	62	4	66
33.	Residential	6298 W 3rd St	300 condominium units	(248)	17	85	102	(17)	(8)	(25)
34.	Television Center (TVC Expansion)	6300 W Romaine St	114,725 office, 40,927 gym and 38,072 dance studio	1,596	199	27	226	20	17	37
35.	Western Galleria Market	100 N Western Ave	98 apartment units and 30,000 sf retail	940	17	40	57	54	38	92
36.	Hollywood Center Studios Office	6601 W Romaine St	104,155 sf office and 1,970 sf storage	808	88	4	92	12	39	51
37.	Selma Community Housing	1603 N Cherokee Ave	66 affordable apartment units	439	7	27	34	26	15	41
38.	Beverly & Fairfax Mixed-Use	7901 W Beverly Blvd	71 apartment units and 11,454 sf retail	493	7	29	36	30	16	46
39.	Hudson Building	6523 W Hollywood Blvd	15,000 sf restaurant	547	(16)	(11)	(27)	32	4	36
40.	La Brea Gateway	915 N La Brea Ave	33,500 sf supermarket and 179 apartment units	2,615	5	86	91	158	90	248
41.	375 Luxe	375 N La Cienega Blvd	125 apts & 7900 sf retail	168	8	47	55	34	11	45
42.	Residential	712 N Wilcox Ave	100 apartment units	550	8	34	42	33	18	51
43.	Restaurant & Deli	5500 W Hollywood Blvd	4,648 sf restaurant and 1,000 sf deli	441	6	6	12	22	15	37
44.	Mixed-Use	316 N La Cienega Blvd	45 apts, 800 sf café, 3680 sf retail	602	41	53	94	31	22	53
45.	Mixed-Use	1610 N Highland Ave	248 apartment units and 14,710 sf retail	1,805	22	90	112	96	54	150
46.	Highland Avenue Indigo Hotel Project	1841 N Highland Ave	100 business hotel rooms	694	29	19	48	26	24	50
47.	Millennium Hollywood Mixed-Use Project	1740 N Vine St	461 apartment units, 254 hotel rooms, 80,000 sf health club, 264,303 sf office, 100,000 sf retail and 25,000 sf restaurant	9,922	321	253	574	486	438	924
48.	Paramount Studios	5555 W Melrose Ave	21,000 sf sound stage, 1,900 sf stage support, 635,500 sf production office, 638,100 sf office, and 64,200 sf retail	9,830	712	213	925	297	736	1,033
49.	Mixed-Use	4900 W Hollywood Blvd	200 apartment units and 25,000 sf retail	1,585	24	75	99	89	56	145
50.	Apartments	1411 N Highland Ave	90 apartment units	823	23	43	66	45	26	71

Notes

[a] Related projects located in the City of Los Angeles were provided by the Los Angeles Department of Transportation in September 2015. Related Projects located in the City of West Hollywood were provided by City of West Hollywood staff in December 2015.

TABLE 6 (CONTINUED)
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	AM Peak Hour			PM Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total
51.	Apartment Project	1824 N Highland Ave	118 apartment units	667	10	41	51	40	22	62
52.	Hotel	1133 N Vine St	112 hotel rooms	457	19	13	32	18	15	33
53.	The Lexington Mixed-Use	6677 W Santa Monica Blvd	786 apartment units, 9,422 sf restaurant, and 12, 719 sf retail	1,938	127	182	309	170	122	292
54.	Columbia Square Mixed-Use	6121 W Sunset Blvd	200 apartment units, 422,500 sf office, 25,500 sf restaurant, 16,500 sf retail, and 15,000 sf health club	6,327	477	211	688	254	428	682
55.	Mixed-Use (High Line West)	5550 W Hollywood Blvd	278 apartment units and 12,500 sf retail	1,267	(3)	43	40	47	17	64
56.	Tutoring Center	927 N Highland Ave	100 school students and 18 tutoring employees	155	4	(1)	3	23	17	40
57.	Kaiser Permanente Medical Office	4905 W Hollywood Blvd	43,000 sf office	1,285	68	18	86	35	92	127
58.	Office - Museum Square	5757 W Wilshire Bl	265,000 sf office	1,798	251	34	285	47	228	275
59.	Restaurants	135 N Western Ave	11904 sf restaurant	330	21	20	41	9	9	18
60.	Starbucks w/ Drive-Thru	859 N Highland Ave	806 sf coffee shop	330	21	20	41	9	9	18
61.	Mixed-Use	7120 W Sunset Blvd	44 apartment units and 2,900 sf commercial	397	0	14	14	25	4	29
62.	Sunset Crescent Heights	8150 Sunset Blvd	249 apartment units, 51,150 sf retail, 24,811 sf supermarket, 5,094 sf bank, 22,189 sf restaurant, and 8,095 sf dance studio	1,077	(92)	10	(82)	158	58	216
63.	Academy Museum of Motion Pictures	6067 W Wilshire Blvd	Museum 5000 visitors, 135 employees, 5 ksf store, 4 KSF restaurant	2,693	0	0	0	56	261	317
64.	Ametron	1546 N Argyle Ave	169,463 sf office and 24,200 sf retail	532	163	12	175	10	130	140
65.	Sunset + Wilcox	1541 N Wilcox Ave	225 hotel rooms and 13,004 sf restaurant	3,359	103	80	183	147	114	261
66.	Mixed-Use	1350 N Western Ave	52 apartment units and 4,200 sf retail	243	(36)	39	3	29	(45)	(16)
67.	Palladium Residences	6201 W Sunset Blvd	731 apartment units, 5,000 sf restaurant, 21,000 sf retail, and 2,000 sf coffee shop	4,913	128	228	356	234	169	403
68.	Hollywood Hotel	5600 W Hollywood Blvd	80 hotel rooms	604	22	16	38	22	22	44
69.	City Lights Mixed-Use	1515 N Hillhurst Ave	202 Apts, 5.35 KSF Retail, 5.05 KSF Restaurant, 3.025 KSF Coffee/Donut	1,664	43	92	134	111	73	183
70.	925 La Brea Avenue	925 S La Brea Ave	17,000 sf retail and 53,000 sf office	810	66	11	77	24	71	95
71.	904 La Brea Avenue	904 S La Brea Ave	169 apartment units and 40,000 sf retail	2,072	25	68	93	106	80	186
72.	6250 Sunset (Nickelodeon)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail	1,531	21	86	107	92	49	141
73.	Mixed-Use	5901 Sunset Blvd	274,000 sf office and 26,000 sf supermarket	3,835	350	61	411	122	338	460
74.	2014 Residential	707 N Cole Ave	84 apartment units	236	2	15	18	13	6	19
75.	Hotel	1921 Wilcox Ave	159 hotel rooms and 3,050 sf restaurant	1,687	68	49	117	66	59	125
76.	1717 Bronson Avenue	1717 N Bronson Ave	93 apartment units	436	6	27	33	26	14	40
77.	Hotel & Retail	4110 W 3rd Street	173 room hotel & 2780 sf retail	1,185	45	35	80	46	40	86
78.	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 1,500 sf commercial, and 3,550 sf restaurant	469	13	9	22	17	17	34
79.	Sunset Mixed-Use	7510 W Sunset Blvd	236 apartment units and 30,000 sf retail	4,288	21	84	105	81	43	124
80.	Las Palmas Residential (Hollywood Cherokee)	1718 N Las Palmas Ave	29 condominium units, 195 apartment units, and 985 sf retail	1,333	21	84	105	81	43	124
81.	Mixed-Use	901 N Vine Street	85 apartment units, 4,000 sf retail, and 4,000 sf restaurant	(32)	4	26	30	(5)	1	(4)
82.	Apartments	525 N Wilton Place	88 apartment units	449	6	28	34	27	14	41
83.	Apartments	3875 W Wilshire Blvd	220 apartment units	1,238	19	77	96	77	42	119
84.	Hardware Store	4905 W Hollywood Blvd	36,600 sf retail	1,404	13	12	25	64	68	132
85.	Caruso Affiliated	333 S La Cienega Blvd	162 apts, 27 ksf supermarket, 3560 sf restaurant	2,020	35	71	106	114	77	191
86.	Target Retail Shopping Center Project	5520 W Sunset Blvd	163,862 sf discount store and 30,887 shopping center	4,903	52	21	73	211	211	422
87.	Academy Square	1341 Vine St	233,685 sf office, 250 apartment units, 33,000 sf retail, and 7,000 sf restaurant	4,903	52	21	73	211	211	422
88.	Hotel	6409 W Sunset Blvd	221 hotel rooms and 1,893 sf retail	851	32	13	45	36	43	79
89.	Mixed-Use	1233 N Highland Ave	72 apartment units	714	11	27	38	38	28	66
90.	Mixed-Use	7107 Hollywood Blvd	410 apartment units, 5,000 sf restaurant, and 5,000 sf retail	2,637	49	157	206	167	86	253
91.	Mixed-Use	1310 N Cole Ave	375 apartment units and 2,800 office	2,226	20	139	159	139	58	197
92.	5750 Hollywood	5750 Hollywood Blvd	162 apartment units and 5,000 sf commercial	1,060	16	61	77	62	36	98
93.	Mixed-Use at 6901 Santa Monica Bl	6901 Santa Monica Blvd	Mixed-use Project	1,010	0	78	78	66	18	84
94.	Hyatt House Hotel & Retail	6611 W Hollywood Blvd	167 hotel rooms, 10,500 sf retail, and 5,400 sf restaurant	529	26	21	47	14	34	48
95.	Jewish Family Service	320 N Fairfax Ave	28341 sf office	276	28	9	37	4	21	25
96.	John Anson Ford Theater	2580 Cahuenga Boulevard East	311 net new theater seats, 5,400 sf restaurant, and 30 office employees	610	34	1	35	18	43	61
97.	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater, and neighborhood uses	2,298	104	69	173	115	89	204
98.	7500-7800 Sunset Boulevard	7500-7800 Sunset Boulevard	236 apartment units, 20,000 sf retail, and 10,000 sf restaurant	3,695	95	152	247	190	129	319
99.	Wilcox Hotel	1721 Wilcox Ave	140 hotel rooms and 10,000 sf restaurant	1,750	77	55	132	73	59	132
100.	Retail and Office	920 N Fairfax Ave	Retail and Office	86	1	9	8	7	9	2

Notes

[a] Related projects located in the City of Los Angeles were provided by the Los Angeles Department of Transportation in September 2015. Related Projects located in the City of West Hollywood were provided by City of West Hollywood staff in December 2015.

TABLE 6 (CONTINUED)
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	AM Peak Hour			PM Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total
101.	Condominium	1216 Flores St	14 condominium units	81	1	5	6	5	2	7
102.	Office and Media Support	1041 Formosa Ave	Office and Media Support	4,450	389	49	438	113	332	445
103.	Condominium	1264 Harper Ave	16 condominum units	94	1	6	7	5	3	8
104.	Condominium	1345 Havenhurst Dr	16 condominum units	94	1	6	7	5	3	8
105.	Condominium	1342 Hayworth Ave	16 condominum units	94	1	6	7	5	3	8
106.	Condominium	1125 Kings Rd	10 condominum units	59	1	4	4	3	2	5
107.	Apartments	1232 Kings Rd	25 apartment units	168	3	10	13	10	5	16
108.	32 rental units and 1,287 sf retail	1145 La Brea Ave	32 rental units and 1,287 sf retail	222	6	14	60	14	10	24
109.	Retail	8451 Melrose Ave	3,929 sf retail	174	13	14	27	5	6	11
110.	Retail	8551 Melrose Ave	6,500 sf retail	288	5	4	9	18	8	10
111.	Retail and Commercial	8583 Melrose Ave	9,545 sf retail/commercial	561	16	12	28	22	22	44
112.	Retail and Apartments	8650 Melrose Ave	14,571 sf retail and 7 apartment units	693	12	11	23	20	23	43
113.	Commercial	8711 Melrose Ave	21,565 sf commercial	567	10	7	17	8	9	17
114.	Restaurant and Retail	8715 Melrose Ave	8,997 sf restaurant and 10,355 sf retail	1,268	--	--	--	57	38	95
115.	Apartments	507 Orlando Ave	8 apartment units	60	1	4	5	4	2	6
116.	Faith Plating	7143 Santa Monica Blvd	145 residential units and 7,858 sf retail/restaurant	1,630	24	72	96	88	52	140
117.	Blue Hibiscus	1127 N Detroit St	12 new affordable housing units	--	--	--	--	--	--	--
118.	Kings Road Mixed-Use	8350 Santa Monica Blvd	Mixed-use	432	7	11	18	15	14	29
119.	Retail and Restaurant	8550 Santa Monica Blvd	Retail and Restaurant	497	8	12	20	18	16	34
120.	Mixed-Use Project	8555 Santa Monica Blvd	Mixed-use	2,914	56	79	135	131	102	233
121.	Retail and Restaurant	8305 Sunset Blvd	Retail and Restaurant	1,137	0	0	0	64	31	95
122.	Mixed-Use Project	8497 Sunset Blvd	Mixed-use	898	8	8	16	39	16	55
123.	Hotel and Apartments	8950 Sunset Blvd	196 hotel rooms or 4 apartment units	2,218	84	62	146	80	86	166
124.	Condominium	1253 Sweetzer Ave	8 condominum units	47	1	3	4	3	1	4
125.	Restaurant	1201 La Brea Ave	4,575 sf restaurant	412	2	2	4	21	4	25
126.	Movietown	7302 Santa Monica Blvd	Mixed-use	1,617	41	122	163	155	94	249
127.	Sunset Time	8418 Sunset Blvd	Residential units and retail	2,226	67	55	122	114	76	190
128.	Retail	605 West Knoll Dr	7,270 sf retail	322	24	26	50	9	11	20
129.	Condominium	7914 Norton Ave	8 condominum units	47	1	3	4	3	1	4
130.	Retail, Restaurant, and Office	7965-7985 Santa Monica Blvd	4,365 sf retail, 13,682 sf restaurant, 70,036 sf office	3,389	185	92	277	146	205	355
131.	Apartments	2864 N Cahuenga Blvd	300 apartments	1,895	30	115	145	114	62	176
132.	TAO Restaurant	6421 W Selma Ave	Replace auto body shop with 17,607 sf quality restaurant	1,688	8	7	15	94	46	140
133.	Mixed-Use	6915 Melrose Avenue	13 condominium units and 7,500 sf retail	398	2	12	14	96	54	35
134.	Apartments & Retail	6758 W Yucca Street	270 apartment units and 8,500 sf retail	(138)	(17)	(68)	(85)	9	5	14
135.	Restaurant & Multi-Purpose Entertainment Venue	6506 W Hollywood Boulevard	13,000 sf bar and restaurant	1,179	0	0	0	78	40	118
136.	Condos & Retail	5663 Melrose Avenue	96 condominium units and 3,350 sf retail	797	8	37	45	96	54	63
137.	Retail & Office Building	6904 W Hollywood Boulevard	29,900 sf retail and 16,700 sf office	352	17	11	28	18	24	42
138.	Residential Development	6001 W Carlton Way	42 condominium units	246	3	15	18	96	54	22
139.	Hotel	6600 W Sunset Boulevard	50 hotel rooms	409	17	11	28	15	15	30
140.	Apartments	7046 W Hollywood Boulevard	42 apartment units	279	4	17	21	17	9	26
141.	Mixed-Use	1222 N La Brea Avenue	187 apartment units and 19,559 sf commercial retail uses	2,901	43	173	216	179	96	275
142.	Mixed-Use	7113 W Santa Monica Boulevard	184 apartment units and 13,350 sf commercial retail uses	2,368	33	131	164	144	78	222
143.	Hotel	6500 Selma Avenue	70 hotel rooms and 4,320 sf restaurant	1,121	48	36	84	47	38	85
144.	Mixed-Use	6220 W Yucca St	260 hotel rooms, 191 apartment units, 6,980 sf restaurant	3,182	114	119	233	144	105	249
145.	Sunset & Gordon Mixed-Use	5935 W Sunset Boulevard	311 condominium units, 40,000 sf office, 8,500 sf restaurant, and 5,000 sf retail	1,248	29	140	169	85	42	127

Notes

[a] Related projects located in the City of Los Angeles were provided by the Los Angeles Department of Transportation in September 2015. Related Projects located in the City of West Hollywood were provided by City of West Hollywood staff in December 2015.

TABLE 7
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C	LOS
1.	Caheuenga Blvd East & Pilgrimage Bridge	AM PM	0.615 0.683	B B
2.	Highland Ave / US-101 NB On-ramp & Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	AM PM	0.536 0.659	A B
3.	US-101 NB Off-ramp & Cahuenga Blvd	AM PM	0.409 0.840	A D
4.	Highland Ave & Odin St	AM PM	0.753 0.723	C C
5.	Odin St & Cahuenga Blvd	AM PM	0.478 0.847	A D
6.	Highland Ave & Camrose Dr / Milner Rd	AM PM	0.702 0.757	C C
7.	Cahuenga Blvd & US-101 NB Off-ramp	AM PM	0.400 0.731	A C
8.	La Brea Ave & Franklin Ave	AM PM	0.631 0.532	B A
9.	Outpost Dr & Franklin Ave	AM PM	0.715 0.548	C A
10.	Orange Dr & Franklin Ave	AM PM	0.542 0.641	A B
11.	Orchid Ave & Franklin Ave	AM PM	0.462 0.424	A A
12.	Highland Ave & Franklin Ave (South)	AM PM	1.160 0.892	F * F *
13.	Highland Ave & Franklin Ave (North)	AM PM	1.046 0.976	F * F *
14.	Whitley Ave & Franklin Ave	AM PM	0.705 0.691	C B
15.	Wilcox Ave & Franklin Ave	AM PM	0.907 0.698	E B
16.	Cahuenga Blvd & Franklin Ave	AM PM	1.073 0.992	F E
17.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM PM	0.363 0.437	A A
18.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM PM	0.869 0.909	D E
19.	Gower St & Franklin Ave	AM PM	0.678 0.761	B C
20.	Beachwood Dr & Franklin Ave	AM PM	0.694 0.682	B B
21.	Bronson Ave & Franklin Ave	AM PM	0.660 0.783	B C
22.	Wilton Pl & Franklin Ave	AM PM	0.589 0.710	A C
23.	Western Ave & Franklin Ave	AM PM	0.932 0.829	E D
24.	Highland Ave & Johnny Grant Way / Yucca St	AM PM	0.474 0.487	A A
25.	Cahuenga Blvd & Yucca St	AM PM	0.591 0.701	A C

TABLE 7 (CONTINUED)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C	LOS
26.	Ivar Ave & Yucca St	AM PM	0.249 0.315	A A
27.	Vine St & Yucca St	AM PM	0.583 0.594	A A
28.	Argyle Ave & Yucca St	AM PM	0.259 0.427	A A
29.	Gower St & Carlos Ave	AM PM	0.372 0.294	A A
30.	Laurel Canyon Blvd & Hollywood Blvd	AM PM	0.562 0.776	A C
31.	Fairfax Ave & Hollywood Blvd	AM PM	1.054 0.924	F E
32.	Nichols Canyon Rd / Genesee Ave & Hollywood Blvd	AM PM	0.761 0.597	C A
33.	Gardner St & Hollywood Blvd	AM PM	0.553 0.555	A A
34.	Fuller Ave & Hollywood Blvd	AM PM	0.639 0.596	B A
35.	La Brea Ave & Hollywood Blvd	AM PM	1.128 0.925	F * F *
36.	Orange Dr & Hollywood Blvd	AM PM	0.413 0.423	A A
37.	Highland Ave & Hollywood Blvd	AM PM	0.948 0.814	F * F *
38.	Las Palmas Ave & Hollywood Blvd	AM PM	0.477 0.609	A B
39.	Cherokee Ave & Hollywood Blvd	AM PM	0.480 0.365	A A
40.	Whitley Ave & Hollywood Blvd	AM PM	0.497 0.398	A A
41.	Wilcox Ave & Hollywood Blvd	AM PM	0.652 0.650	B B
42.	Cahuenga Blvd & Hollywood Blvd	AM PM	0.941 0.668	F * F *
43.	Ivar Ave & Hollywood Blvd	AM PM	0.608 0.563	B A
44.	Vine St & Hollywood Blvd	AM PM	0.864 0.842	F * F *
45.	Argyle Ave & Hollywood Blvd	AM PM	0.596 0.630	A B
46.	Gower St & Hollywood Blvd	AM PM	0.763 0.727	C C
47.	Bronson Ave & Hollywood Blvd	AM PM	0.682 0.711	B C
48.	US-101 SB Ramps & Hollywood Blvd	AM PM	0.732 0.613	C B
49.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM PM	0.856 0.629	D B
50.	Wilton Pl & Hollywood Blvd	AM PM	0.896 0.928	D E

TABLE 7 (CONTINUED)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C	LOS
51.	Western Ave & Hollywood Blvd	AM PM	0.885 0.903	D E
52.	La Brea Ave & Hawthorn Ave (North)	AM PM	0.447 0.471	A A
53.	La Brea Ave & Hawthorn Ave (South)	AM PM	0.554 0.495	A A
54.	Highland Ave & Selma Ave	AM PM	0.525 0.427	A A
55.	Wilcox Ave & Selma Avenue	AM PM	0.291 0.493	A A
56.	Caheuenga Blvd & Selma Ave	AM PM	0.464 0.554	A A
57.	Vine St & Selma Ave	AM PM	0.629 0.621	B B
58.	Crescent Heights Blvd & Sunset Blvd	AM PM	0.835 0.874	D D
59.	Fairfax Ave & Sunset Blvd	AM PM	0.758 0.884	C D
60.	Gardner St & Sunset Blvd	AM PM	0.511 0.669	A B
61.	Poinsettia Pl (West) & Sunset Blvd	AM PM	0.356 0.474	A A
62.	Poinsettia Pl (East) & Sunset Blvd	AM PM	0.393 0.419	A A
63.	La Brea Ave & Sunset Blvd	AM PM	0.774 0.916	F * F *
64.	Orange Dr & Sunset Blvd	AM PM	0.407 0.539	A A
65.	Highland Ave & Sunset Blvd	AM PM	1.066 0.965	F * F *
66.	Las Palmas Ave & Sunset Boulevard	AM PM	0.567 0.722	A C
67.	Cherokee Ave & Sunset Blvd	AM PM	0.338 0.547	A A
68.	Seward St & Sunset Blvd	AM PM	0.358 0.599	A A
69.	Wilcox Ave & Sunset Blvd	AM PM	0.624 0.630	B B
70.	Cahuenga Blvd & Sunset Blvd	AM PM	0.875 0.951	F * F *
71.	Ivar Ave & Sunset Blvd	AM PM	0.479 0.641	A B
72.	Vine St & Sunset Blvd	AM PM	0.927 1.072	F * F *
73.	Argyle Ave & Sunset Blvd	AM PM	0.587 0.549	A A
74.	Gower St & Sunset Blvd	AM PM	0.819 0.981	D E
75.	Bronson Ave & Sunset Blvd	AM PM	0.835 0.757	D C

TABLE 7 (CONTINUED)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C	LOS
76.	Van Ness Ave & Sunset Blvd	AM PM	0.734 0.923	C E
77.	Wilton Pl & Sunset Blvd	AM PM	0.587 0.687	A B
78.	Western Ave & Sunset Blvd	AM PM	0.734 0.867	C D
79.	Highland Ave & De Longpre Ave	AM PM	0.547 0.566	A A
80. [a]	Gardner St & Fountain Ave	AM PM	0.644 0.779	B C
81. [a]	La Brea Ave & Fountain Ave	AM PM	0.893 0.883	D D
82.	Highland Ave & Fountain Ave	AM PM	0.825 0.775	D C
83.	Wilcox Ave & Fountain Ave	AM PM	0.487 0.583	A A
84.	Cahuenga Blvd & Fountain Ave	AM PM	0.769 0.751	C C
85.	Vine St & Fountain Ave	AM PM	0.829 0.858	D D
86.	Gower St & Fountain Ave	AM PM	0.755 0.875	C D
87.	Highland Ave & Lexington Ave	AM PM	0.523 0.523	A A
88. [a]	Fairfax Ave & Santa Monica Blvd	AM PM	0.965 1.034	E F
89. [a]	Gardner St & Santa Monica Blvd	AM PM	0.723 0.710	C C
90. [a]	Formosa Ave & Santa Monica Blvd	AM PM	0.656 0.821	B D
91. [a]	La Brea Ave & Santa Monica Blvd	AM PM	0.889 0.987	D E
92.	Highland Ave & Santa Monica Blvd	AM PM	1.015 1.065	F F
93.	Las Palmas Ave & Santa Monica Blvd	AM PM	0.651 0.821	B D
94.	Wilcox Ave & Santa Monica Blvd	AM PM	0.801 0.771	D C
95.	Cahuenga Blvd & Santa Monica Blvd	AM PM	0.941 1.213	E F
96.	Vine St & Santa Monica Blvd	AM PM	1.079 1.061	F F
97.	Gower St & Santa Monica Blvd	AM PM	0.956 1.000	E E
98.	Bronson Ave & Santa Monica Blvd	AM PM	0.772 0.697	C B
99.	Van Ness Ave & Santa Monica Blvd	AM PM	0.922 0.901	E E
100.	Wilton Pl & Santa Monica Blvd	AM PM	0.741 0.849	C D

TABLE 7 (CONTINUED)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C	LOS
101.	Western Ave & Santa Monica Blvd	AM PM	1.009 1.051	F F
102.	US-101 SB On-ramp & Santa Monica Blvd	AM PM	0.529 0.624	A B
103.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM PM	0.608 0.749	B C
104.	Highland Ave & Willoughby Ave	AM PM	0.713 0.728	C C
105.	La Brea Ave & Melrose Ave	AM PM	0.828 0.852	D D
106.	Highland Ave & Melrose Ave	AM PM	1.123 1.125	F F
107.	Vine St & Melrose Ave	AM PM	0.875 0.938	D E
108.	Gower St & Melrose Ave	AM PM	0.786 0.901	C E
109.	Western Ave & Melrose Ave	AM PM	0.882 0.905	D E
110.	Highland Ave & Rosewood Ave	AM PM	0.644 0.723	B C
111.	Highland Ave & Beverly Blvd	AM PM	1.035 1.021	F F

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.

Chapter 4
Project Traffic

This chapter describes the assumptions and methodology used in developing the traffic volumes associated with the proposed Project within the Study Area.

PROJECT DESCRIPTION

As stated, the Project proposes to redevelop the Project Site with a mixed-use development that would retain, preserve, and rehabilitate Crossroads of the World. Upon build-out, the Project would consist of mixed-use buildings that include up to 950 residential units, 308 hotel rooms, approximately 95,000 sf of office uses, and approximately 185,000 sf of commercial uses (consisting of approximately 61,750 sf of retail uses, a 40,000 sf supermarket, and 83,200 sf of restaurant uses), including the rehabilitation of Crossroads of the World.

Vehicular access to the parking facilities would be provided via driveways on Selma Avenue, Highland Avenue, McCadden Place and Las Palmas Avenue.

The Project also proposes vehicular circulation improvements, including the realignment of Las Palmas Avenue adjacent to the Project Site north of Sunset Boulevard. The segment north of Sunset Boulevard would be aligned with the segment south of Sunset Boulevard to create a continuous street at Sunset Boulevard. As part of the improvement, the southbound approach would be restriped to provide one left-turn lane and one shared through/right lane.

PROJECT TRIP GENERATION

The number of trips expected to be generated by the Project was estimated using rates published for apartments, condominiums, hotel, office, shopping center, supermarket, quality restaurant, and high-turnover restaurant in *Trip Generation, 9th Edition*. These rates are based

on surveys of similar land uses at sites around the country and are provided as both daily rates and AM and PM peak hour rates. They relate the number of vehicle trips traveling to and from the Project Site to the size of development of each land use.

Appropriate trip generation reductions to account for public transit usage, trips shared between the different uses within the Project, and pass-by trips were made in consultation with LADOT. The Project is located within one quarter-mile of the Metro Red Line Hollywood/Highland station and a Rapid Bus line stop; therefore, a 15% transit adjustment was applied to the Project, per *Traffic Study Policies and Procedures*. A 5% and 10% internal capture reduction was applied to the retail (shopping center and supermarket) and restaurant (high-turnover restaurant and quality restaurant) trip generation estimates, respectively, to account for person trips made between the different uses of the Project without using an off-site road system. The retail and restaurant trip generation estimates were also reduced by 40% and 20% (as allowed by *Traffic Study Policies and Procedures)*, respectively, to account for Project trips made by drivers passing on an adjacent roadway and stopping on the way from an origin to another destination. The pass-by trips are not new trips to the Study Area.

After accounting for the adjustments above and the removal of the existing uses detailed in Table 8A, the Project is anticipated to generate 15,005 net new weekday trips, including 879 AM peak hour trips (371 inbound, 508 outbound) and 1,283 PM peak hour trips (745 inbound, 538 outbound), as summarized in Table 8B.

PROJECT TRIP DISTRIBUTION

Similar to the trip distribution of traffic for the Related Projects described in Chapter 3, the geographic distribution of trips generated by the Project is dependent on the location of residential and employment centers from which patrons of the Project would be drawn, characteristics of the street system serving the Project Site, the level of accessibility of the routes to and from the Project Site, existing intersection traffic volumes, the Project ingress/egress availability based on the proposed site access and circulation scheme, and the location of the proposed driveways, as well as input from LADOT staff. Given the various mix in land uses included in the Project, distinct distribution patterns were developed for each land use (e.g., hotel, residential, commercial).

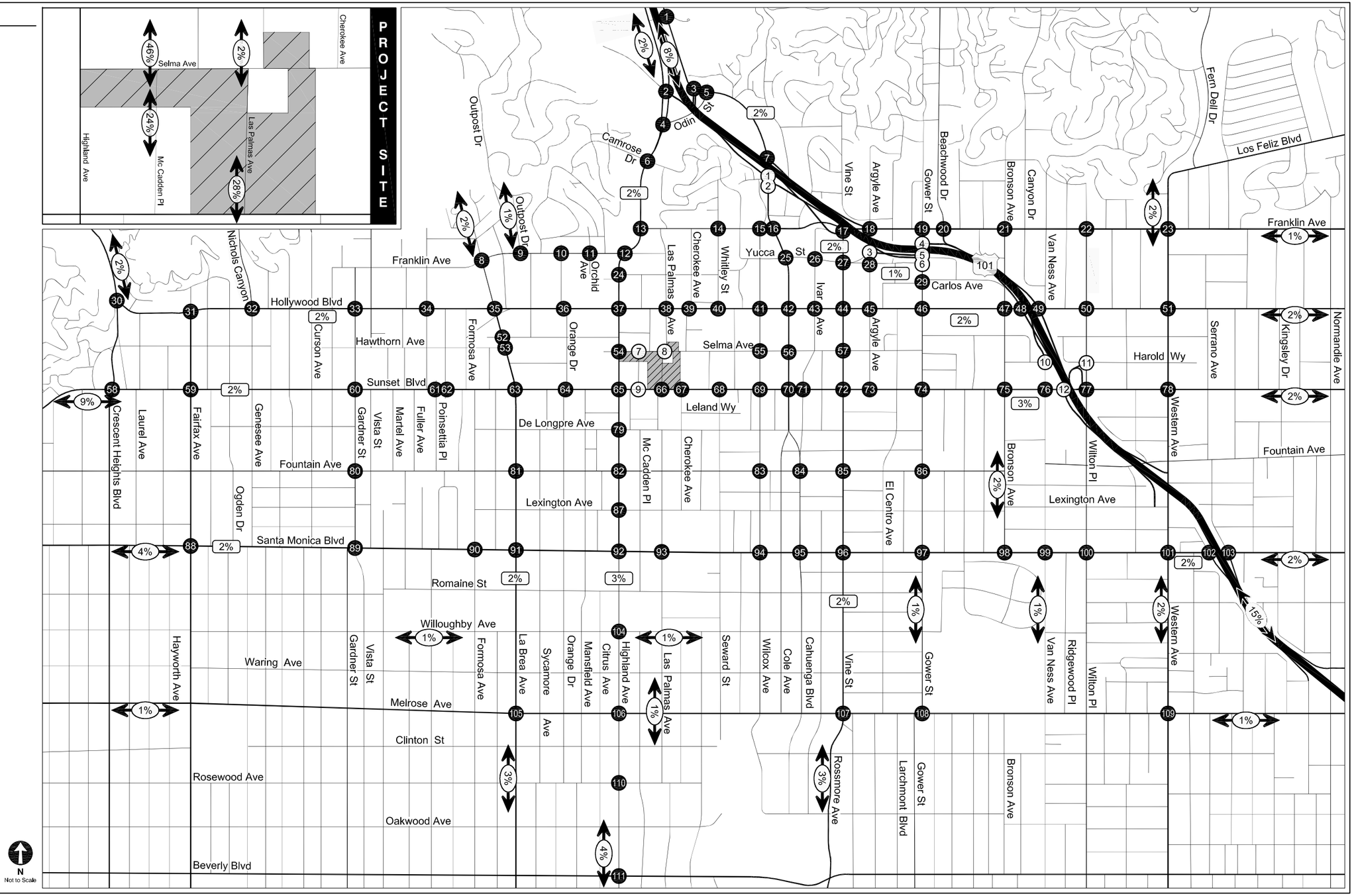
Based on these considerations, traffic entering and exiting the Project was assigned to the surrounding street system. The general trip distribution patterns for each land use are shown in Figures 8 to 12.

PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 8b and the trip distribution patterns shown in Figures 8 to 12 were used to assign the Project-generated traffic through the study intersections. Figure 13 illustrates the combined Project-only traffic volumes at the study intersections during typical weekday AM and PM peak hours.

LEGEND

- Project Site
- # Analyzed Intersection Signalized
- # Analyzed Intersection Unsignalized
- X% Trip Distribution
- X% Trip Distribution (Internal)

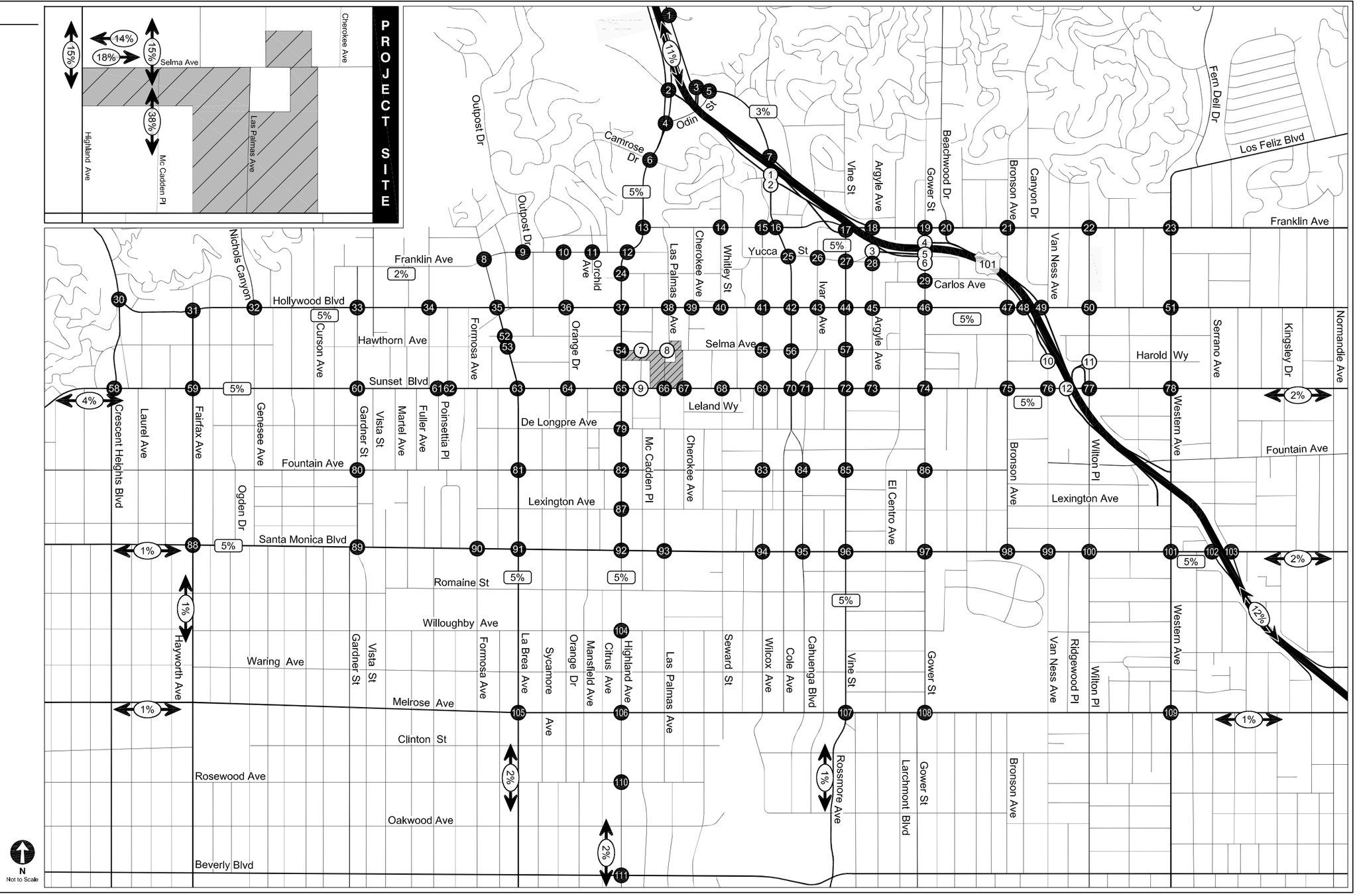


PROJECT TRIP DISTRIBUTION - RESIDENTIAL

FIGURE 8

LEGEND

- Project Site
- # Analyzed Intersection Signalized
- # Analyzed Intersection Unsignalized
- X% Trip Distribution
- X% Trip Distribution (Internal)

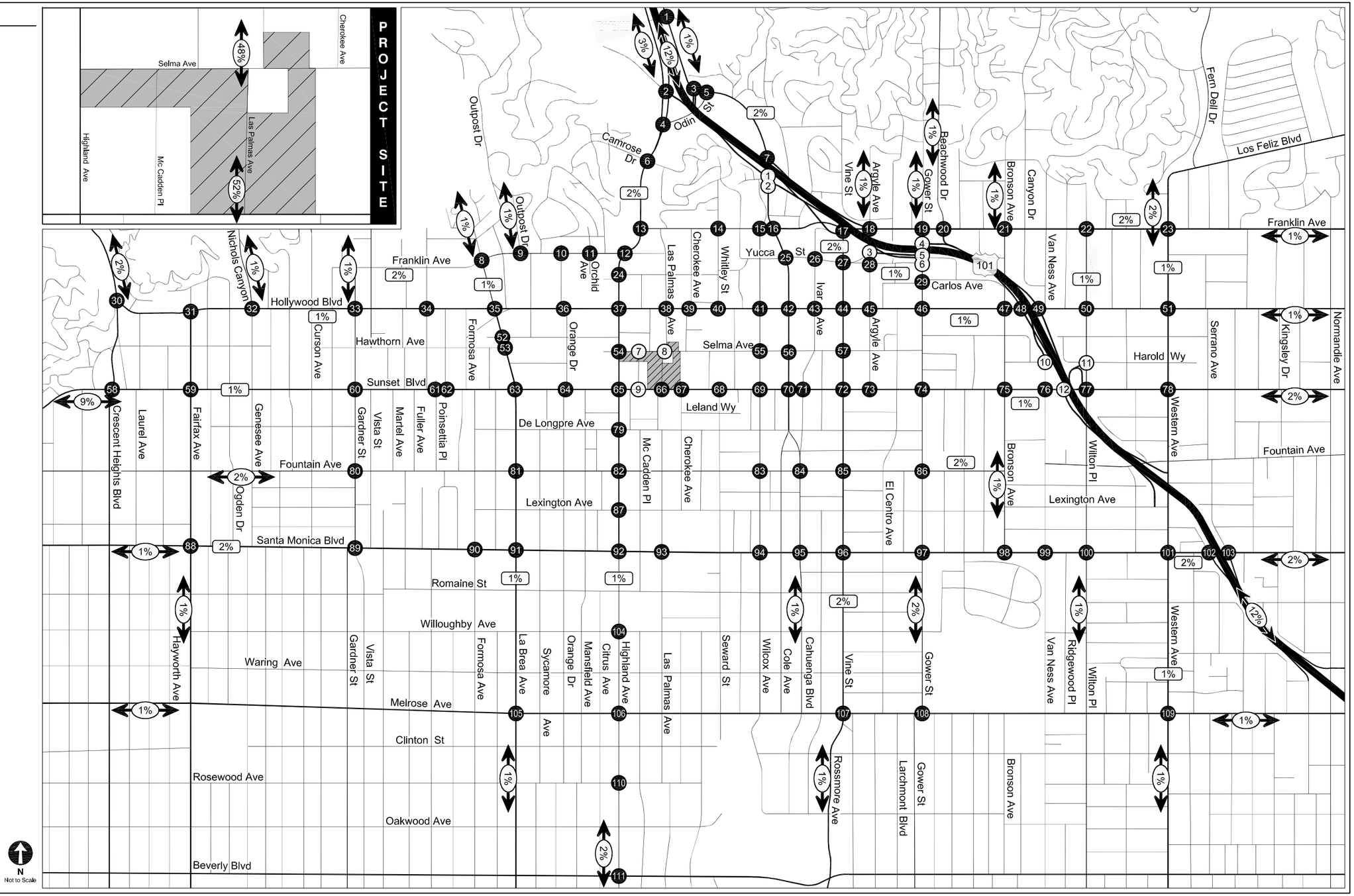


PROJECT TRIP DISTRIBUTION - HOTEL

FIGURE 9

LEGEND

- Project Site
- # Analyzed Intersection Signalized
- # Analyzed Intersection Unsignalized
- X% Trip Distribution
- X% Trip Distribution (Internal)

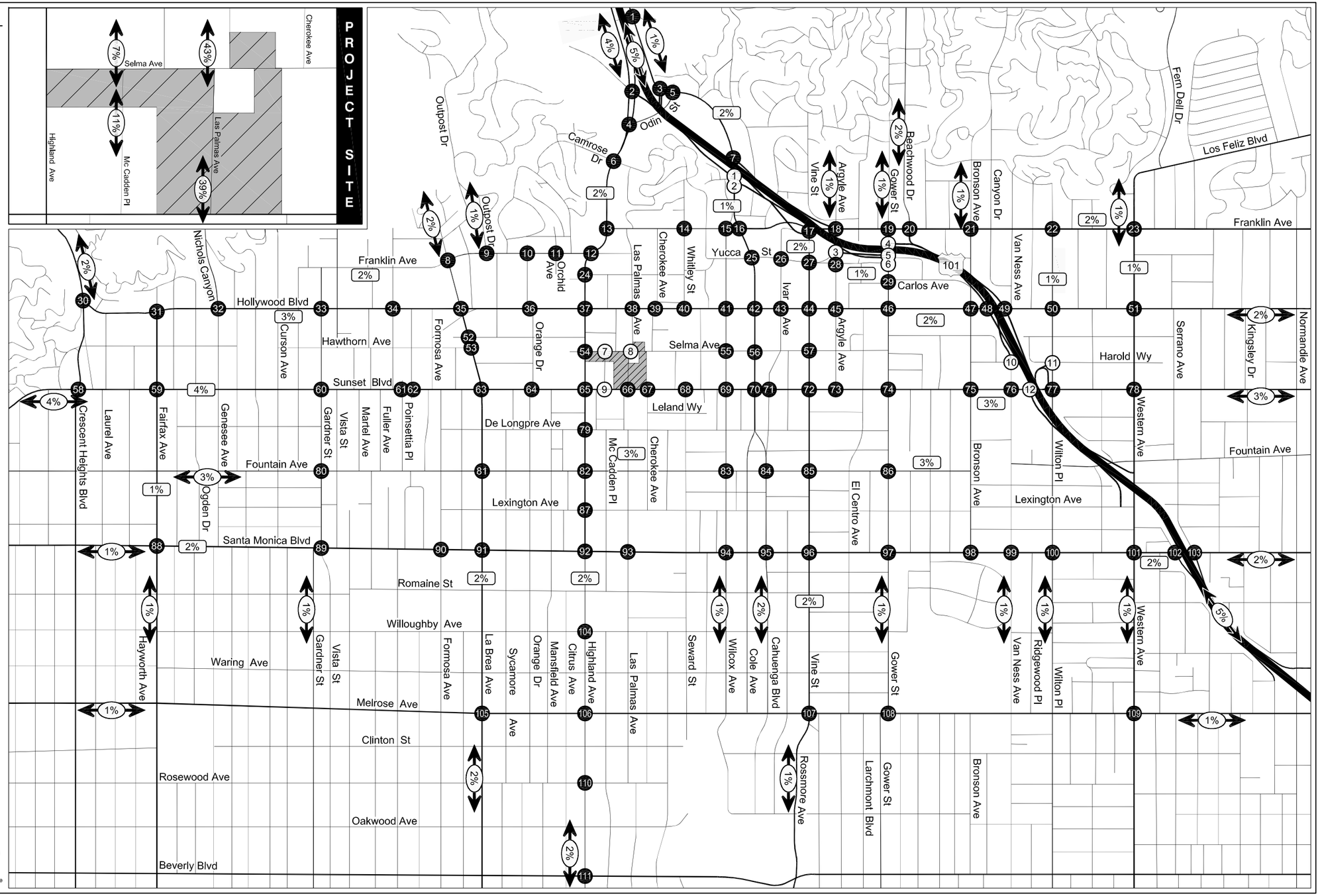


PROJECT TRIP DISTRIBUTION - OFFICE

FIGURE 10

LEGEND

- Project Site
- # Analyzed Intersection Signalized
- # Analyzed Intersection Unsignalized
- X% Trip Distribution
- X% Trip Distribution (Internal)

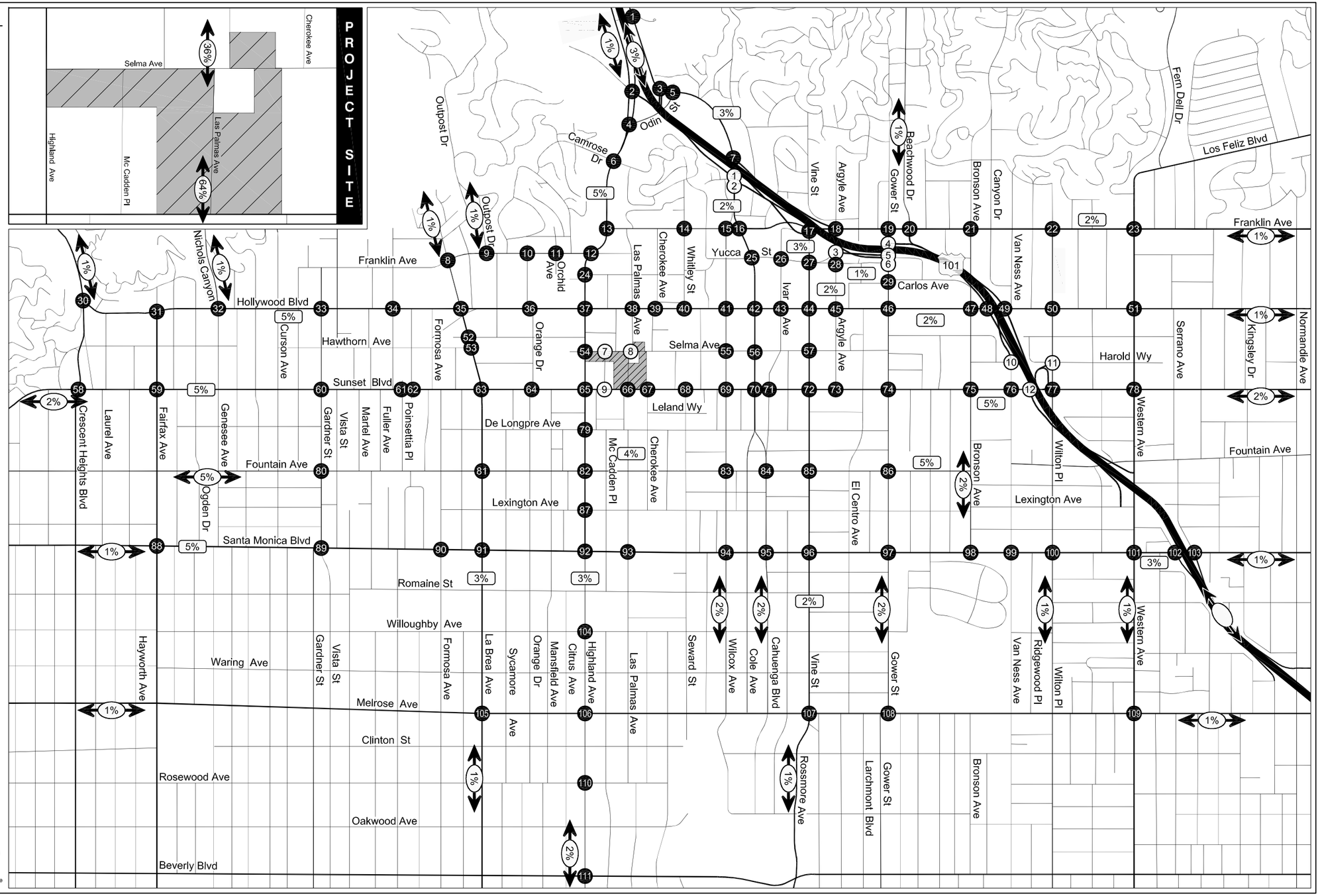


PROJECT TRIP DISTRIBUTION - RETAIL/RESTAURANT

FIGURE 11

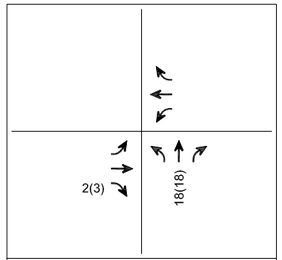
LEGEND

- Project Site
- # Analyzed Intersection Signalized
- # Analyzed Intersection Unsignalized
- X% Trip Distribution
- X% Trip Distribution (Internal)

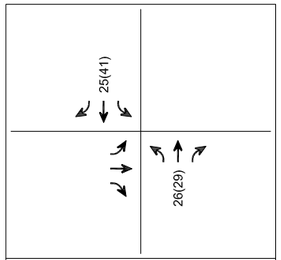


PROJECT TRIP DISTRIBUTION - SUPERMARKET

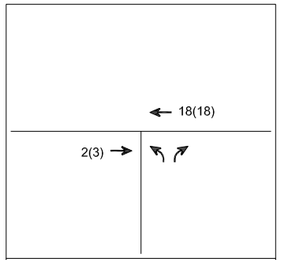
FIGURE 12



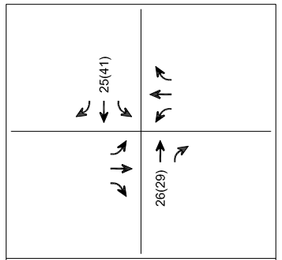
1. Caheuenga Blvd East & Pilgrimage Bridge



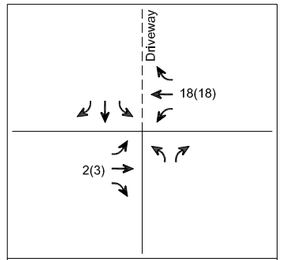
2. Highland Ave/101 NB On-ramp & Pat Moore Wy/101 SB On-ramp



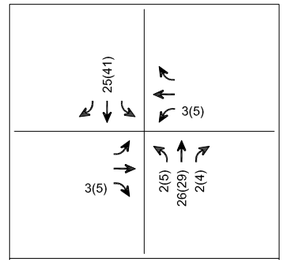
3. US-101 NB Off-ramp & Cahuenga Blvd



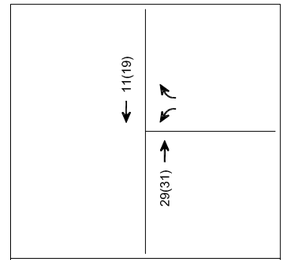
4. Highland Ave & Odin St



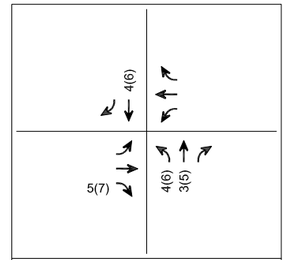
5. Odin St & Cahuenga Blvd



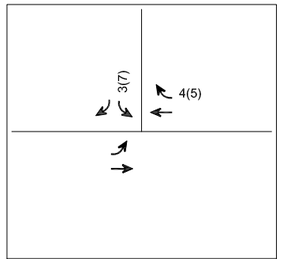
6. Highland Ave & Camrose Dr / Milner Rd



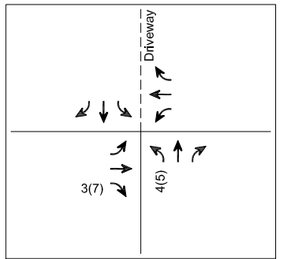
7. Cahuenga Blvd & US-101 NB Off-ramp



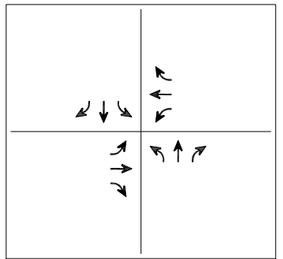
8. La Brea Ave & Franklin Ave



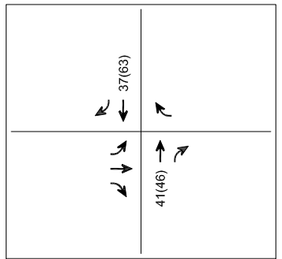
9. Outpost Dr & Franklin Ave



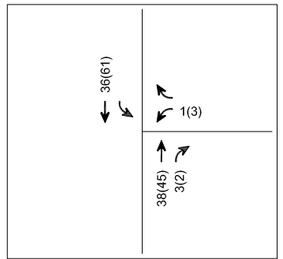
10. Orange Dr & Franklin Ave



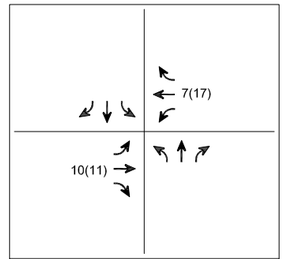
11. Orchid Ave & Franklin Ave



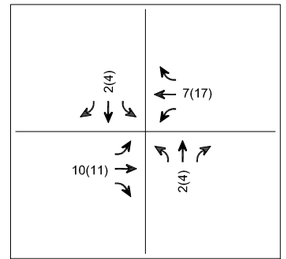
12. Highland Ave & Franklin Ave (South)



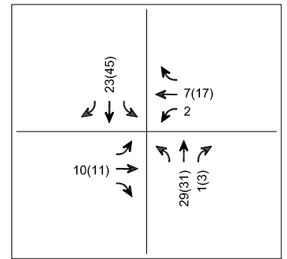
13. Highland Ave & Franklin Ave (North)



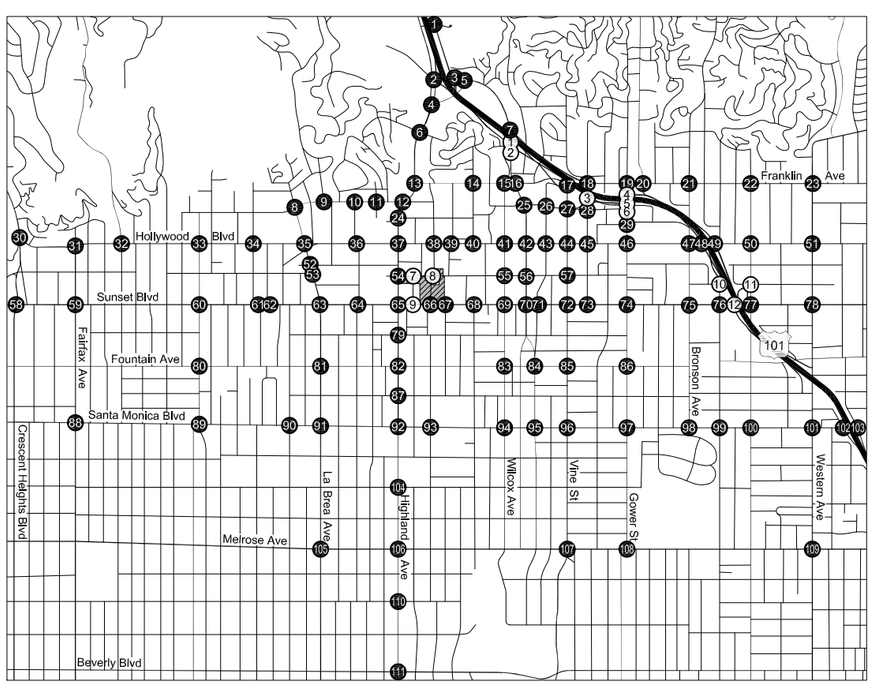
14. Whitley Ave & Franklin Ave

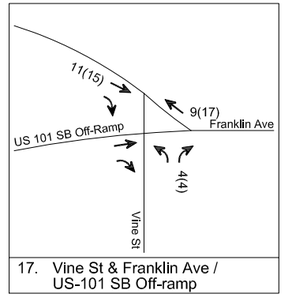


15. Wilcox Ave & Franklin Ave

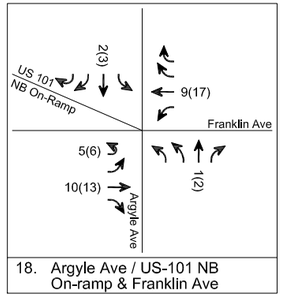


16. Cahuenga Blvd & Franklin Ave

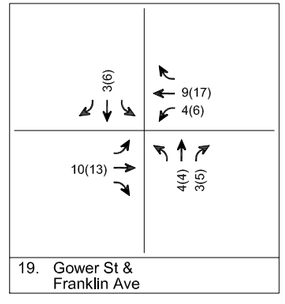




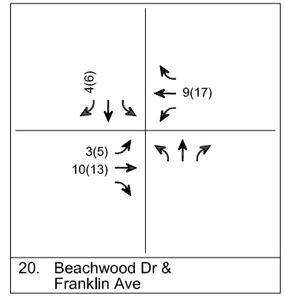
17. Vine St & Franklin Ave / US-101 SB Off-ramp



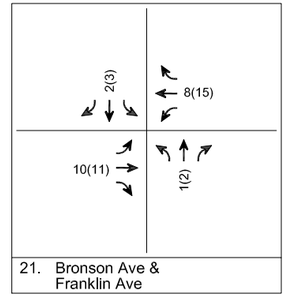
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave



19. Gower St & Franklin Ave



20. Beachwood Dr & Franklin Ave



21. Bronson Ave & Franklin Ave

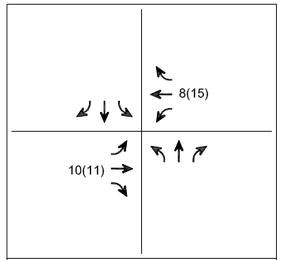
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

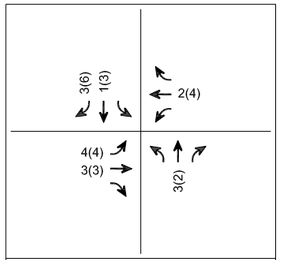
N
Not to Scale

PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

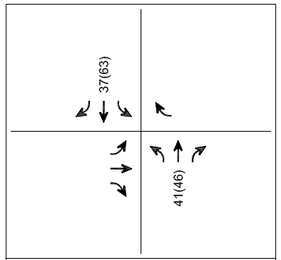
FIGURE
13



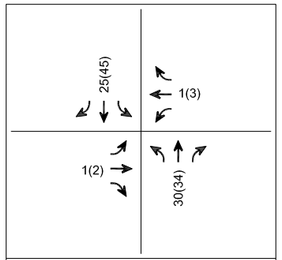
22. Wilton Pl & Franklin Ave



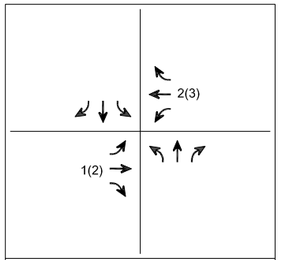
23. Western Ave & Franklin Ave



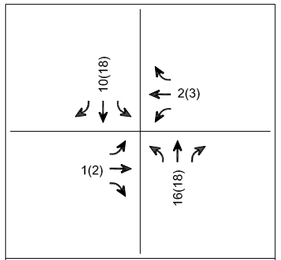
24. Highland Ave & Johnny Grant Way / Yucca St



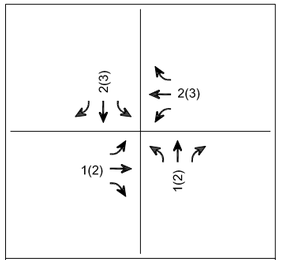
25. Cahuenga Blvd & Yucca St



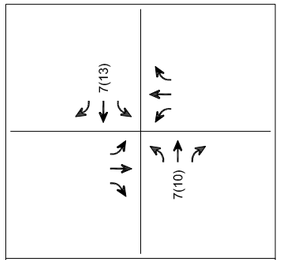
26. Ivar Ave & Yucca St



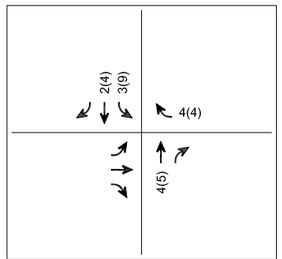
27. Vine St & Yucca St



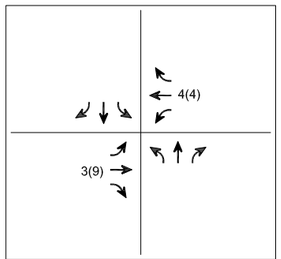
28. Argyle Ave & Yucca St



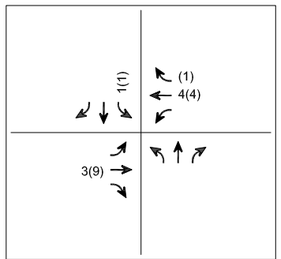
29. Gower St & Carlos Ave



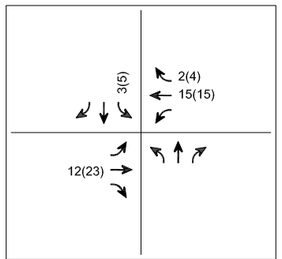
30. Laurel Canyon Blvd & Hollywood Blvd



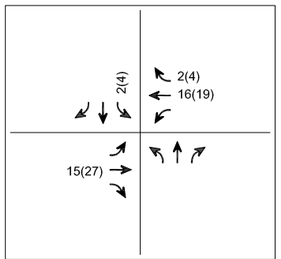
31. Fairfax Ave & Hollywood Blvd



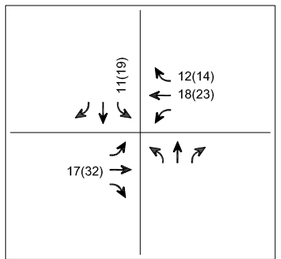
32. Nichols Canyon Rd / Genesee Ave & Hollywood Blvd



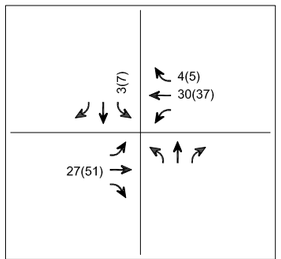
33. Gardner St & Hollywood Blvd



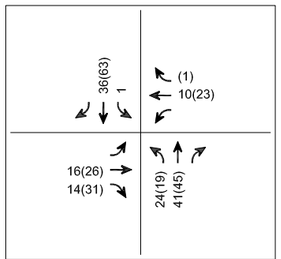
34. Fuller Ave & Hollywood Blvd



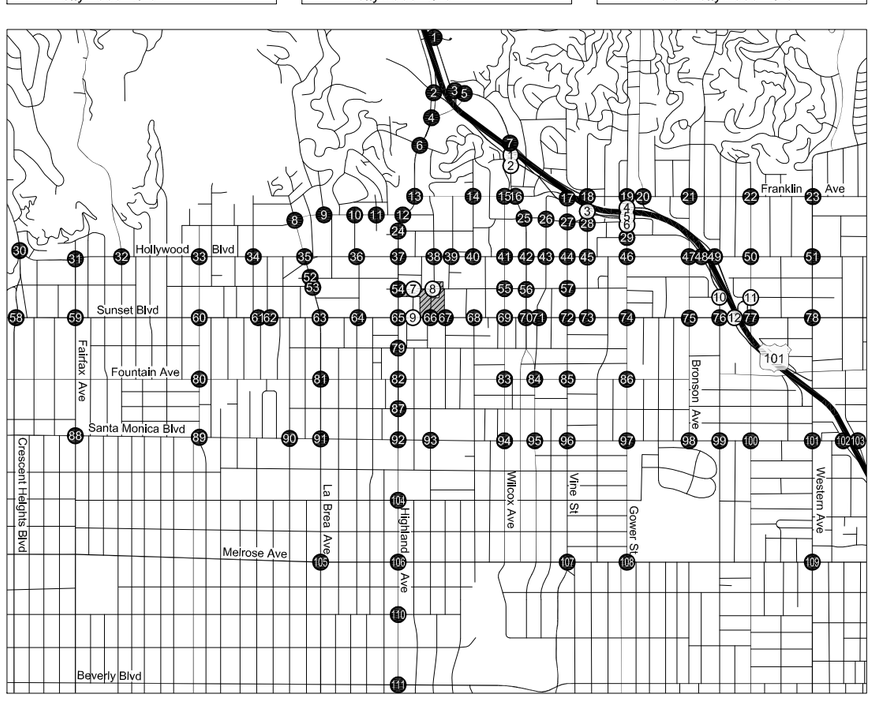
35. La Brea Ave & Hollywood Blvd

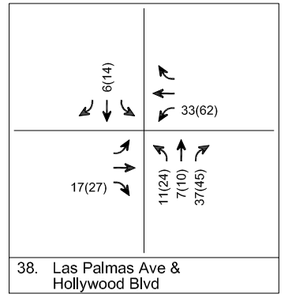


36. Orange Dr & Hollywood Blvd

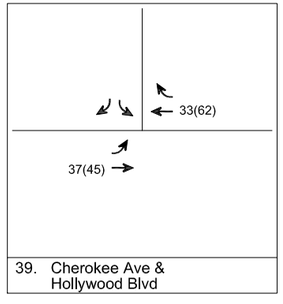


37. Highland Ave & Hollywood Blvd

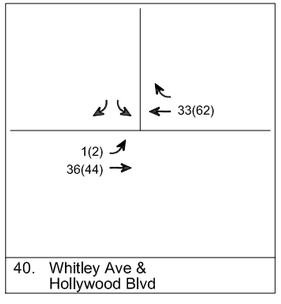




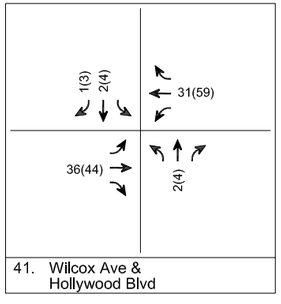
38. Las Palmas Ave & Hollywood Blvd



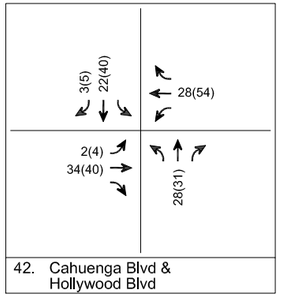
39. Cherokee Ave & Hollywood Blvd



40. Whitley Ave & Hollywood Blvd



41. Wilcox Ave & Hollywood Blvd



42. Cahuenga Blvd & Hollywood Blvd

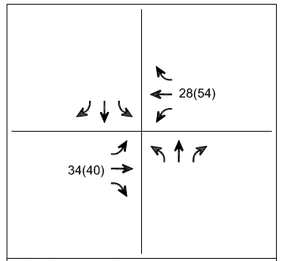
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

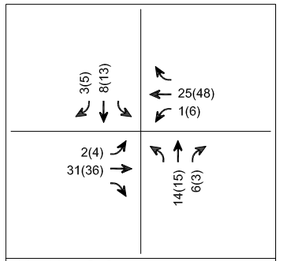
N
Not to Scale

PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

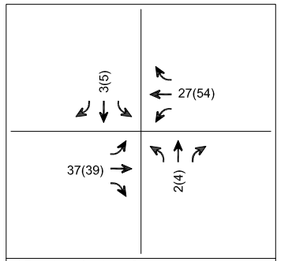
FIGURE
13 (CONT.)



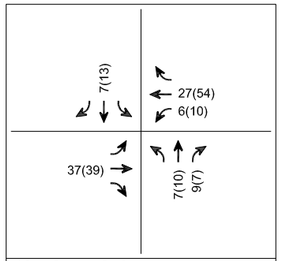
43. Ivar Ave & Hollywood Blvd



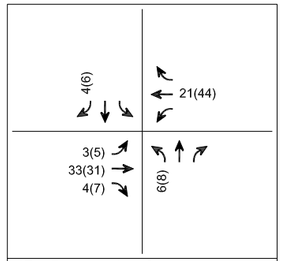
44. Vine St & Hollywood Blvd



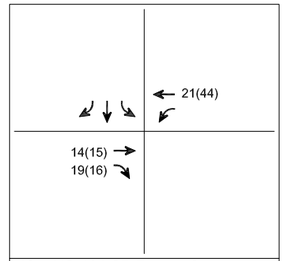
45. Argyle Ave & Hollywood Blvd



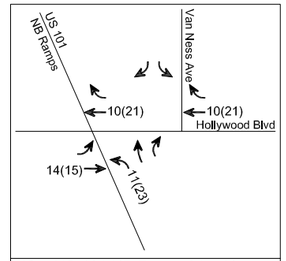
46. Gower St & Hollywood Blvd



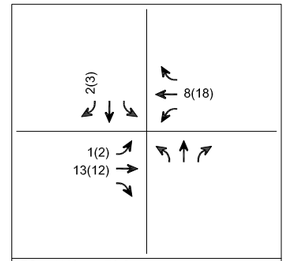
47. Bronson Ave & Hollywood Blvd



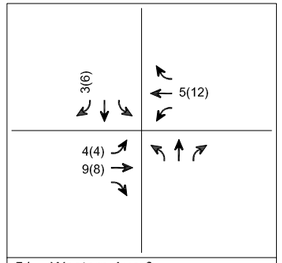
48. US-101 SB Ramps & Hollywood Blvd



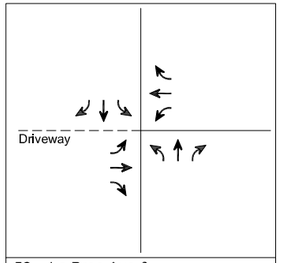
49. US-101 NB Ramps/Van Ness Ave & Hollywood Blvd



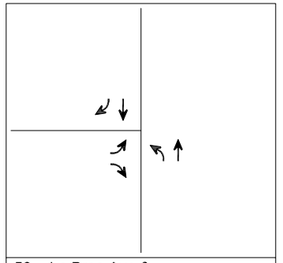
50. Wilton Pl & Hollywood Blvd



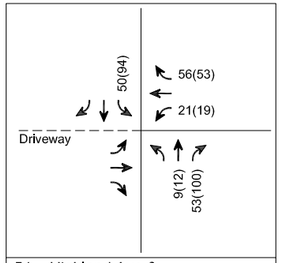
51. Western Ave & Hollywood Blvd



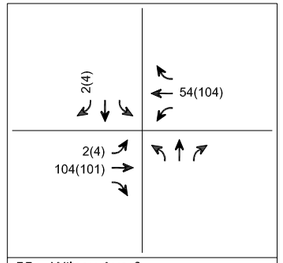
52. La Brea Ave & Hawthorn Ave (N)



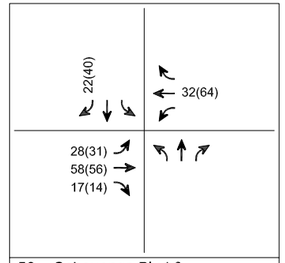
53. La Brea Ave & Hawthorn Ave (S)



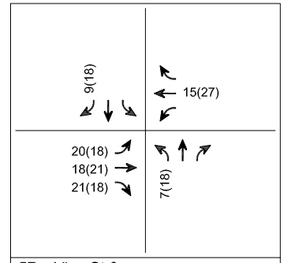
54. Highland Ave & Selma Ave



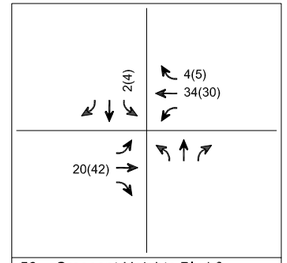
55. Wilcox Ave & Selma Ave



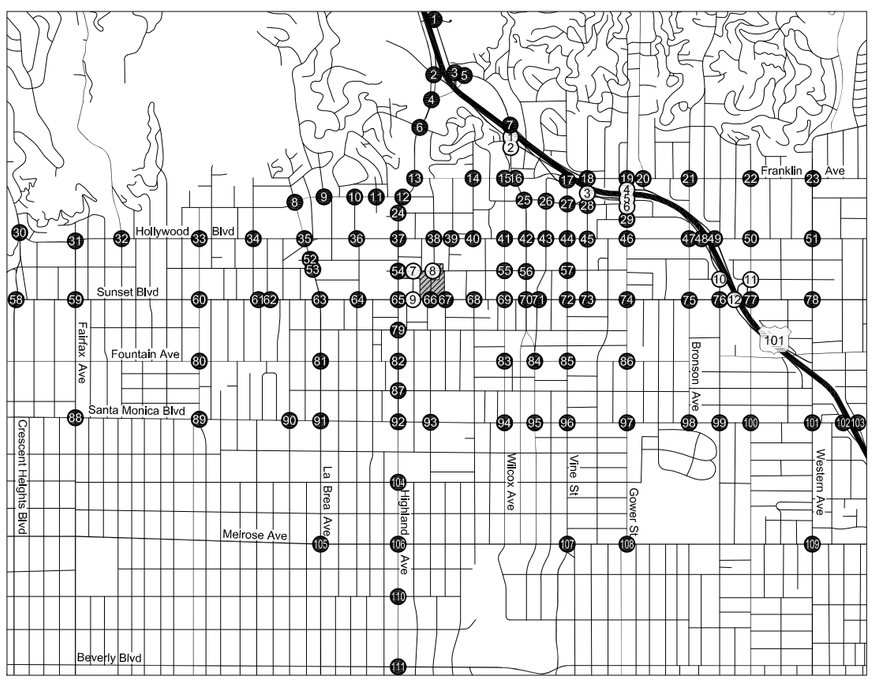
56. Caheuenga Blvd & Selma Ave

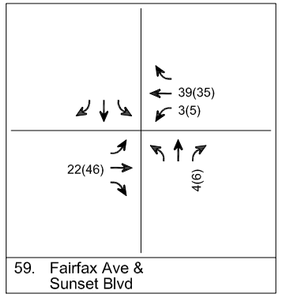


57. Vine St & Selma Ave

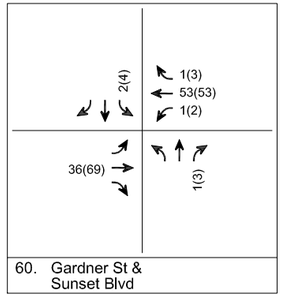


58. Crescent Heights Blvd & Sunset Blvd

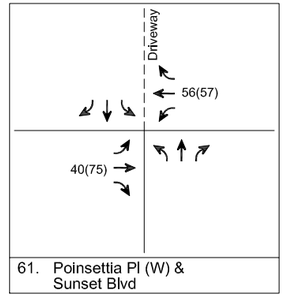




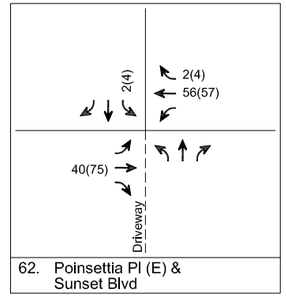
59. Fairfax Ave & Sunset Blvd



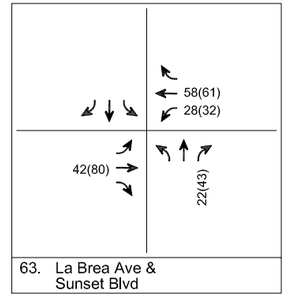
60. Gardner St & Sunset Blvd



61. Poinsettia Pl (W) & Sunset Blvd



62. Poinsettia Pl (E) & Sunset Blvd



63. La Brea Ave & Sunset Blvd

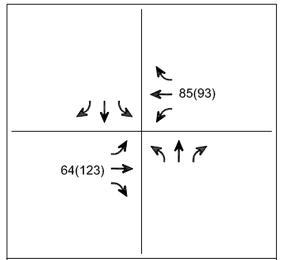
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

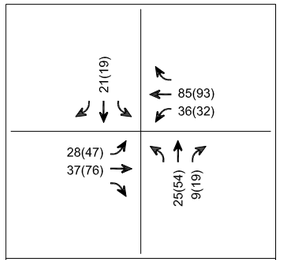
N
Not to Scale

PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

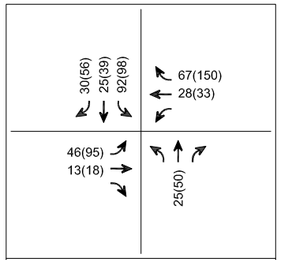
FIGURE
13 (CONT.)



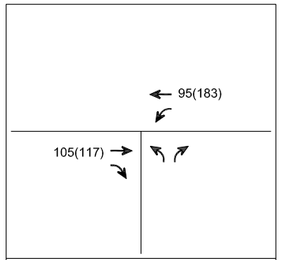
64. Orange Dr & Sunset Blvd



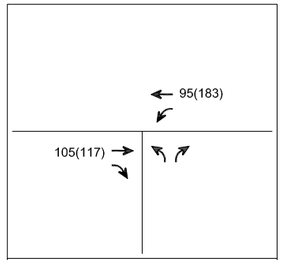
65. Highland Ave & Sunset Blvd



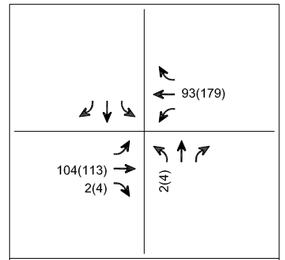
66. Las Palmas Ave & Sunset Blvd



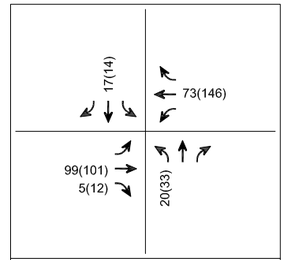
67. Cherokee Ave & Sunset Blvd



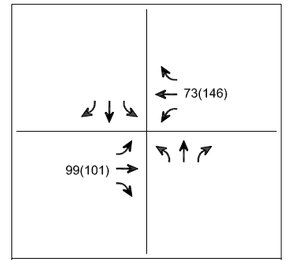
68. Seward St & Sunset Blvd



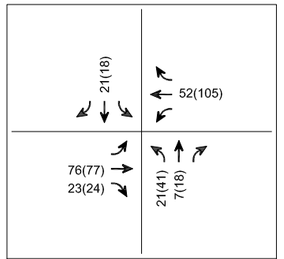
69. Wilcox Ave & Sunset Blvd



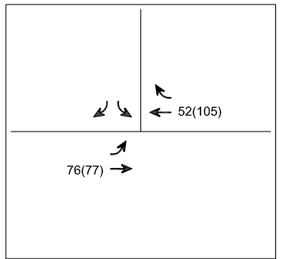
70. Cahuenga Blvd & Sunset Blvd



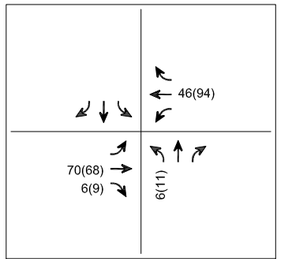
71. Ivar Ave & Sunset Blvd



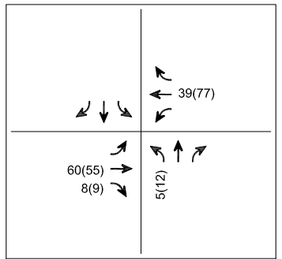
72. Vine St & Sunset Blvd



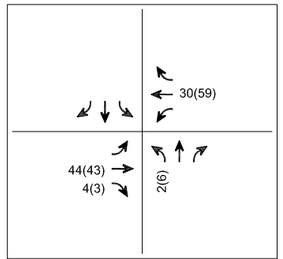
73. Argyle Ave & Sunset Blvd



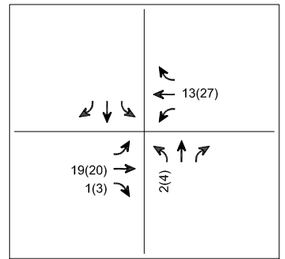
74. Gower St & Sunset Blvd



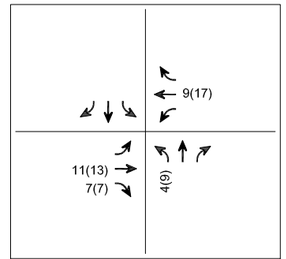
75. Bronson Ave & Sunset Blvd



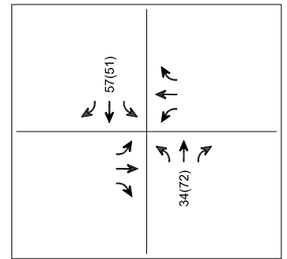
76. Van Ness Ave & Sunset Blvd



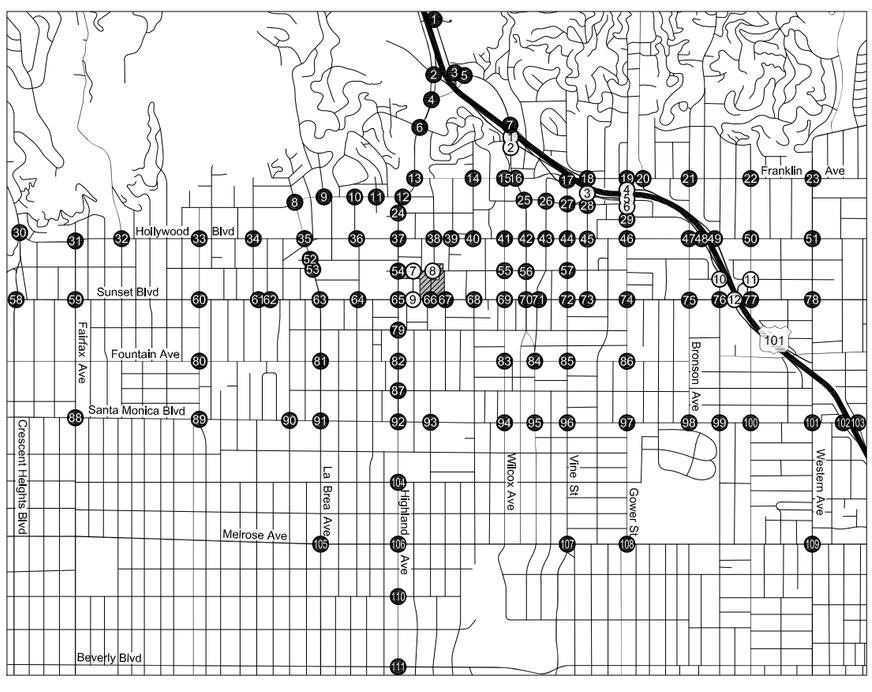
77. Wilton Pl & Sunset Blvd

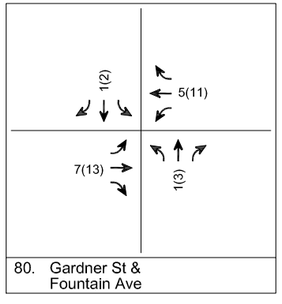


78. Western Ave & Sunset Blvd

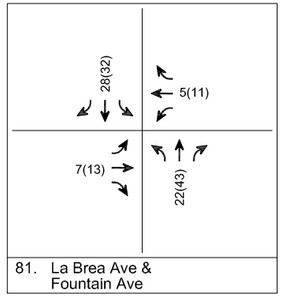


79. Highland Ave & De Longpre Ave

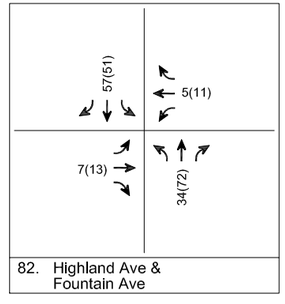




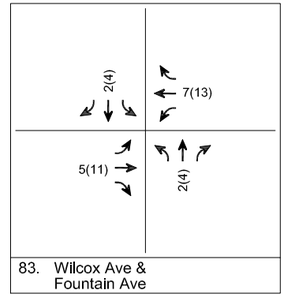
80. Gardner St & Fountain Ave



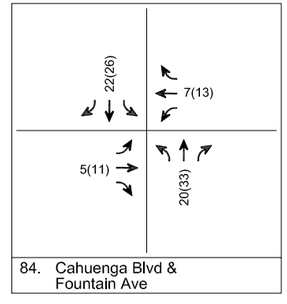
81. La Brea Ave & Fountain Ave



82. Highland Ave & Fountain Ave



83. Wilcox Ave & Fountain Ave



84. Cahuenga Blvd & Fountain Ave

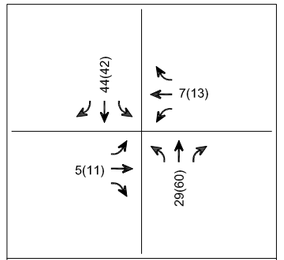
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

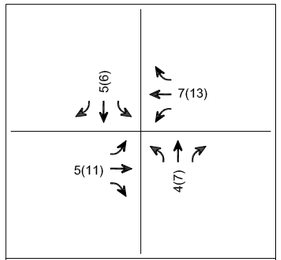
N
Not to Scale

PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

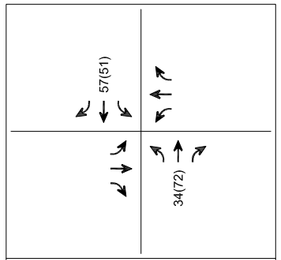
FIGURE
13 (CONT.)



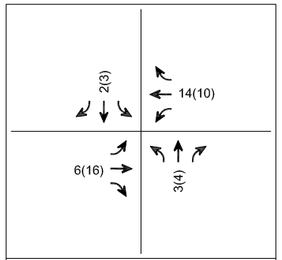
85. Vine St & Fountain Ave



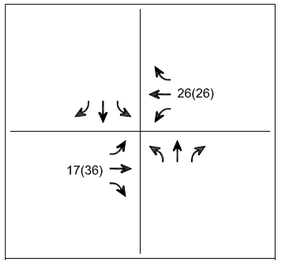
86. Gower St & Fountain Ave



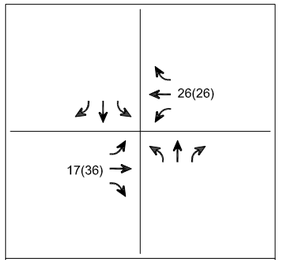
87. Highland Ave & Lexington Ave



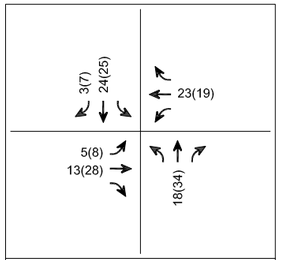
88. Fairfax Ave & Santa Monica Blvd



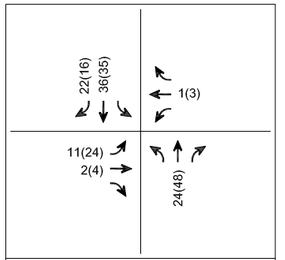
89. Gardner St & Santa Monica Blvd



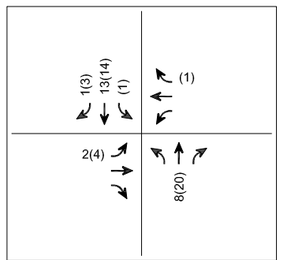
90. Formosa Ave & Santa Monica Blvd



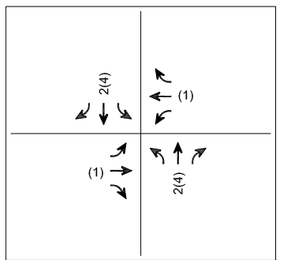
91. La Brea Ave & Santa Monica Blvd



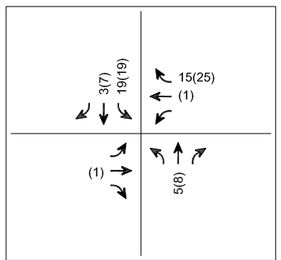
92. Highland Ave & Santa Monica Blvd



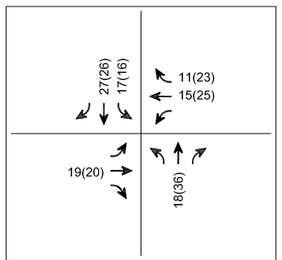
93. Las Palmas Ave & Santa Monica Blvd



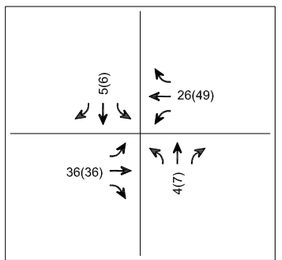
94. Wilcox Ave & Santa Monica Blvd



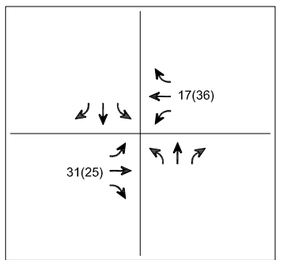
95. Cahuenga Blvd & Santa Monica Blvd



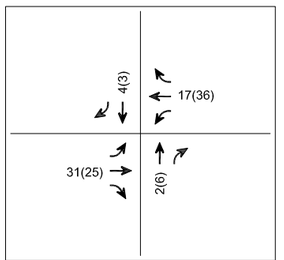
96. Vine St & Santa Monica Blvd



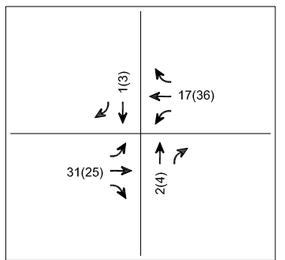
97. Gower St & Santa Monica Blvd



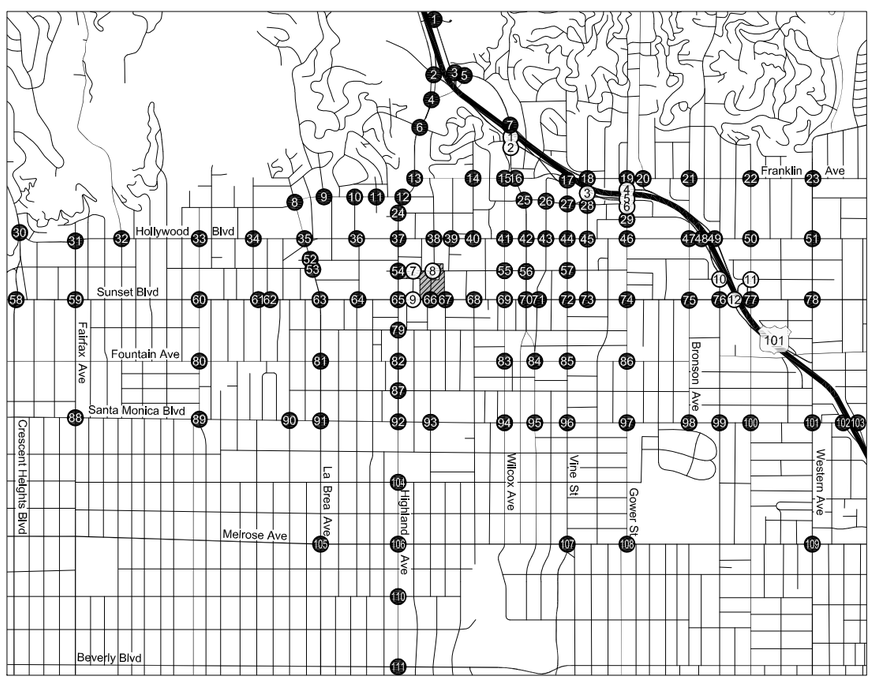
98. Bronson Ave & Santa Monica Blvd

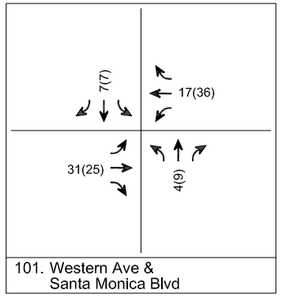


99. Van Ness Ave & Santa Monica Blvd

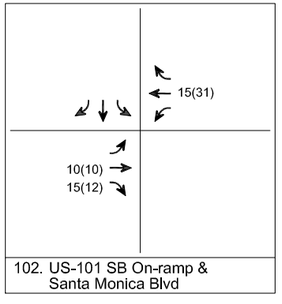


100. Wilton Pl & Santa Monica Blvd

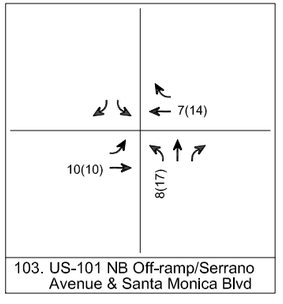




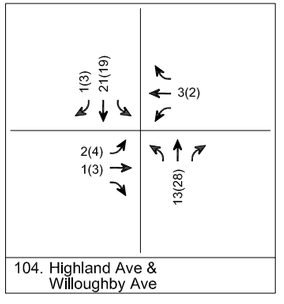
101. Western Ave & Santa Monica Blvd



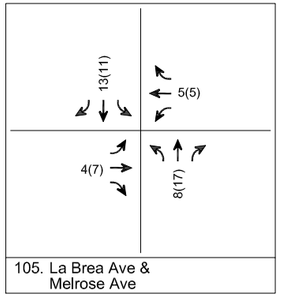
102. US-101 SB On-ramp & Santa Monica Blvd



103. US-101 NB Off-ramp/Serrano Avenue & Santa Monica Blvd



104. Highland Ave & Willoughby Ave



105. La Brea Ave & Melrose Ave

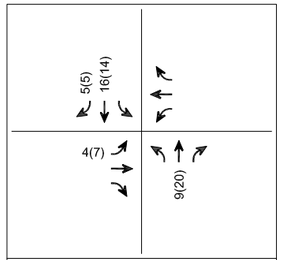
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

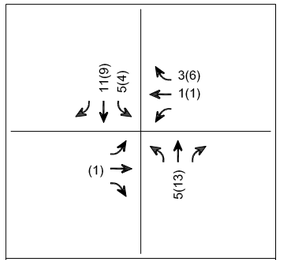
N
Not to Scale

PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

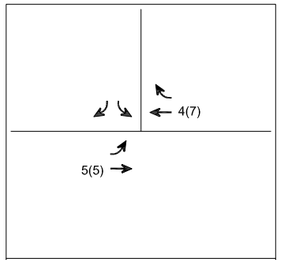
FIGURE
13 (CONT.)



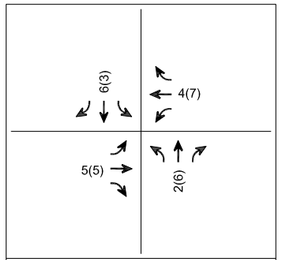
106. Highland Ave & Melrose Ave



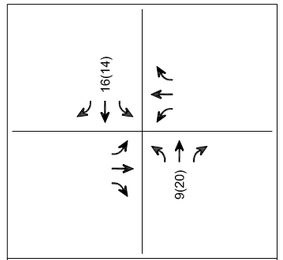
107. Vine St & Melrose Ave



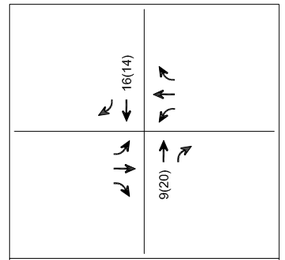
108. Gower St & Melrose Ave



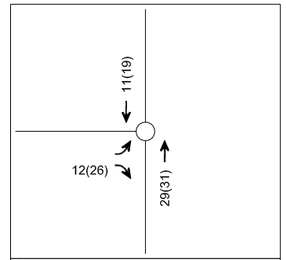
109. Western Ave & Melrose Ave



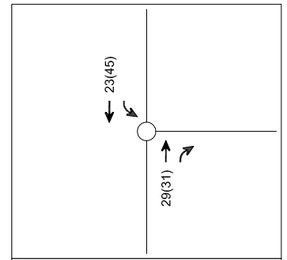
110. Highland Ave & Rosewood Ave



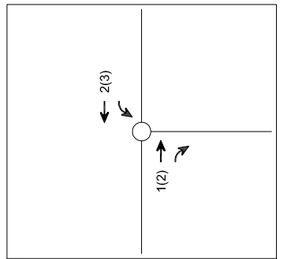
111. Highland Ave & Beverly Blvd



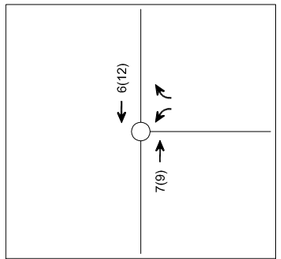
1. Cahuenga Blvd & US-101 SB Off-Ramp



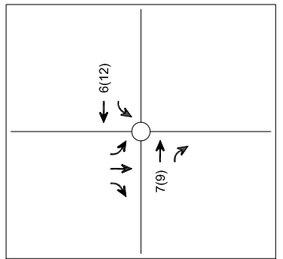
2. Cahuenga Blvd & US-101 SB On-Ramp



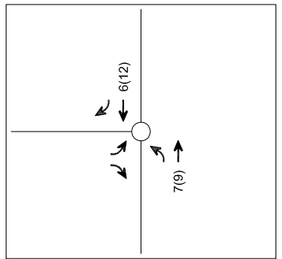
3. Argyle Ave & US-101 SB On-Ramp



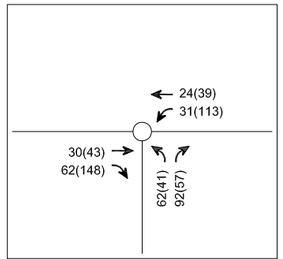
4. Gower St & US-101 NB Off-Ramp



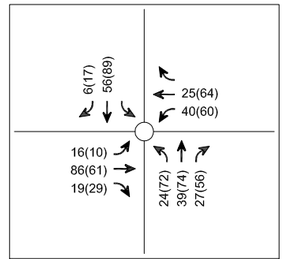
5. Gower St & US-101 SB Off-Ramp / Yucca St



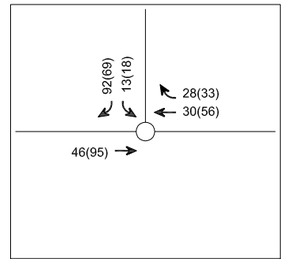
6. Gower St & Yucca St



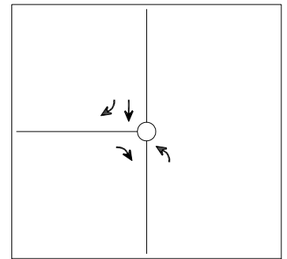
7. McCadden Pl (West) & Selma Ave



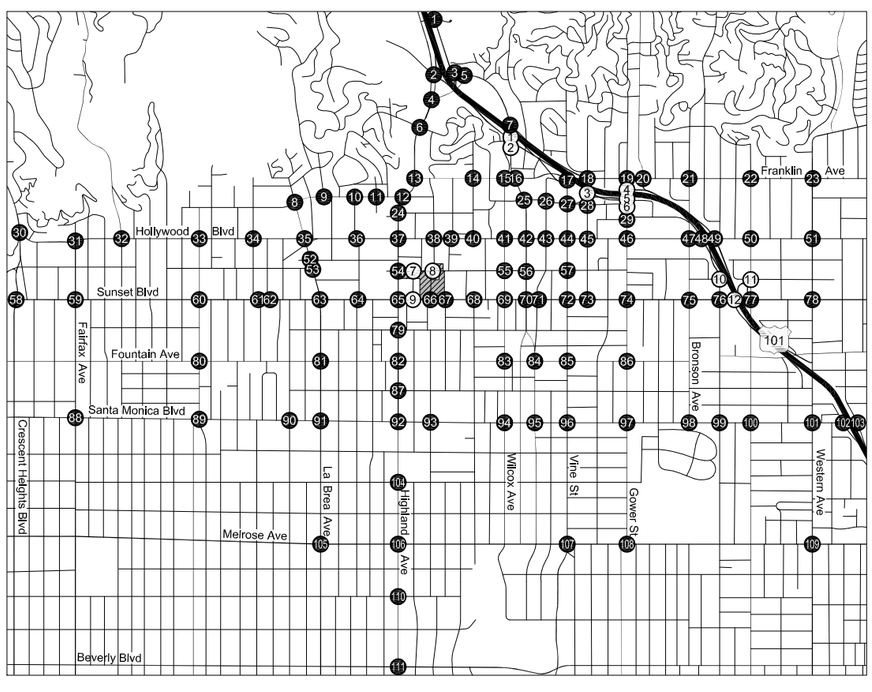
8. Las Palmas Ave & Selma Ave

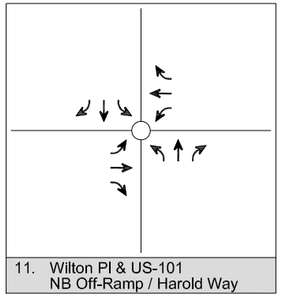


9. McCadden Pl (East) & Sunset Blvd

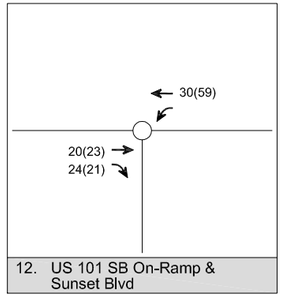


10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way





11. Wilton Pl & US-101 NB Off-Ramp / Harold Way



12. US 101 SB On-Ramp & Sunset Blvd

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
13 (CONT.)

TABLE 8A
TRIP GENERATION - EXISTING USES

Land Use	ITE Land Use	Size	Weekday						
			Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Apartments	220	84 du	559	9	34	43	34	18	52
Transit/Walk Adjustment - 15% [b]			*(84)*	*(1)*	*(5)*	*(6)*	*(5)*	*(3)*	*(8)*
Subtotal - Residential			***475***	***8***	***29***	***37***	***29***	***15***	***44***
Office	710	79.1 ksf	873	108	15	123	20	98	118
Transit/Walk Adjustment - 15% [b]			*(131)*	*(16)*	*(2)*	*(18)*	*(3)*	*(15)*	*(18)*
Subtotal - Office			***742***	***92***	***13***	***105***	***17***	***83***	***100***
Shopping Center [d]	820	26.7 ksf	1,140	16	10	26	48	51	99
Transit/Walk Adjustment - 15% [b]			*(171)*	*(2)*	*(2)*	*(4)*	*(7)*	*(8)*	*(15)*
Pass-by Adjustment - 40% [c]			*(388)*	*(6)*	*(3)*	*(9)*	*(16)*	*(18)*	*(34)*
Subtotal - Shopping Center			***581***	***8***	***5***	***13***	***25***	***25***	***50***
High-Turnover Restaurant	932	0.5 ksf	60	3	2	5	3	2	5
Transit/Walk Adjustment - 15% [b]			*(9)*	*0*	*(1)*	*(1)*	*0*	*(1)*	*(1)*
Pass-by Adjustment - 20% [c]			*(10)*	*(1)*	*0*	*(1)*	*(1)*	*0*	*(1)*
Subtotal - High-Turnover Restaurant			***41***	***2***	***1***	***3***	***2***	***1***	***3***
Total - Existing Uses			**1,839**	**110**	**48**	**158**	**73**	**124**	**197**

ksf: 1,000 square feet
du: dwelling units
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Traffic Study Polices and Procedures* (LADOT, August 2014).
[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 8B
TRIP GENERATION - PROJECT

Land Use	ITE Land Use	Size	Weekday						
			Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Condominiums	230	per du	5.81	17%	83%	0.44	67%	33%	0.52
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
Supermarket	850	per ksf	102.24	62%	38%	3.40	51%	49%	9.48
Quality Restaurant	931	per ksf	89.95	55%	45%	0.81	67%	33%	7.49
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Proposed Project									
Apartments	220	760 du	5,054	78	310	388	306	165	471
Transit/Walk Adjustment - 15% [b]			*(758)*	*(12)*	*(46)*	*(58)*	*(46)*	*(25)*	*(71)*
Subtotal - Apartments			***4,296***	***66***	***264***	***330***	***260***	***140***	***400***
Condominiums	230	190 du	1,104	14	70	84	66	33	99
Transit/Walk Adjustment - 15% [b]			*(166)*	*(2)*	*(11)*	*(13)*	*(10)*	*(5)*	*(15)*
Subtotal - Condominiums			***938***	***12***	***59***	***71***	***56***	***28***	***84***
Hotel [c]	310	308 rooms	2,516	96	67	163	94	91	185
Transit/Walk Adjustment - 15% [b]			*(377)*	*(14)*	*(10)*	*(24)*	*(14)*	*(14)*	*(28)*
Subtotal - Hotel			***2,139***	***82***	***57***	***139***	***80***	***77***	***157***
Office	710	95.0 ksf	1,048	130	18	148	24	118	142
Transit/Walk Adjustment - 15% [b]			*(157)*	*(20)*	*(2)*	*(22)*	*(4)*	*(17)*	*(21)*
Subtotal - Office			***891***	***110***	***16***	***126***	***20***	***101***	***121***
Shopping Center [d]	820	61.8 ksf	2,637	37	22	59	110	119	229
Transit/Walk Adjustment - 15% [b]			*(396)*	*(6)*	*(3)*	*(9)*	*(17)*	*(17)*	*(34)*
Internal Capture Adjustment - 10% [e]			*(224)*	*(3)*	*(2)*	*(5)*	*(9)*	*(11)*	*(20)*
Pass-by Adjustment - 40% [f]			*(807)*	*(11)*	*(7)*	*(18)*	*(34)*	*(36)*	*(70)*
Subtotal - Shopping Center			***1,210***	***17***	***10***	***27***	***50***	***55***	***105***
Supermarket	850	40.0 ksf	4,090	84	52	136	193	186	379
Transit/Walk Adjustment - 15% [b]			*(614)*	*(13)*	*(7)*	*(20)*	*(29)*	*(28)*	*(57)*
Internal Capture Adjustment - 10% [e]			*(348)*	*(7)*	*(5)*	*(12)*	*(16)*	*(16)*	*(32)*
Pass-by Adjustment - 40% [f]			*(1,251)*	*(26)*	*(16)*	*(42)*	*(59)*	*(57)*	*(116)*
Subtotal - Supermarket			***1,877***	***38***	***24***	***62***	***89***	***85***	***174***
Quality Restaurant	931	41.6 ksf	3,744	19	15	34	187	125	312
Transit/Walk Adjustment - 15% [b]			*(562)*	*(3)*	*(2)*	*(5)*	*(28)*	*(19)*	*(47)*
Internal Capture Adjustment - 15% [e]			*(477)*	*(2)*	*(2)*	*(4)*	*(24)*	*(16)*	*(40)*
Pass-by Adjustment - 10% [f]			*(271)*	*(1)*	*(2)*	*(3)*	*(14)*	*(9)*	*(23)*
Subtotal - Quality Restaurant			***2,434***	***13***	***9***	***22***	***121***	***81***	***202***
High-Turnover Restaurant	932	41.6 ksf	5,293	248	202	450	246	164	410
Transit/Walk Adjustment - 15% [b]			*(794)*	*(37)*	*(31)*	*(68)*	*(37)*	*(25)*	*(62)*
Internal Capture Adjustment - 15% [e]			*(675)*	*(32)*	*(25)*	*(57)*	*(31)*	*(21)*	*(52)*
Pass-by Adjustment - 20% [f]			*(765)*	*(36)*	*(29)*	*(65)*	*(36)*	*(23)*	*(59)*
Subtotal - High-Turnover Restaurant			***3,059***	***143***	***117***	***260***	***142***	***95***	***237***
Total - Proposed Project			**16,844**	**481**	**556**	**1,037**	**818**	**662**	**1,480**
Total - Existing Uses [g]			**(1,839)**	**(110)**	**(48)**	**(158)**	**(73)**	**(124)**	**(197)**
Total - Net New Project Trips			**15,005**	**371**	**508**	**879**	**745**	**538**	**1,283**

ksf: 1,000 square feet
du: dwelling units
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Traffic Study Polices and Procedures* (LADOT, August 2014).
[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the retail and restaurant uses within the hotel were considered separately and included in the total retail and restaurant square footage to provide a conservative analysis.
[d] Shopping center includes retail, restaurant, and recreational uses.
[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system (e.g., hotel guests visiting retail/restaurant uses).
[f] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.
[g] See Table 3-A for calcuation of the Existing Use trip generation.

Chapter 5
Existing with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to Existing Conditions. The analysis corresponds with the Existing Conditions data and analysis presented in Chapter 2. The Existing with Project Conditions reflect Existing Conditions with the addition of Project traffic.

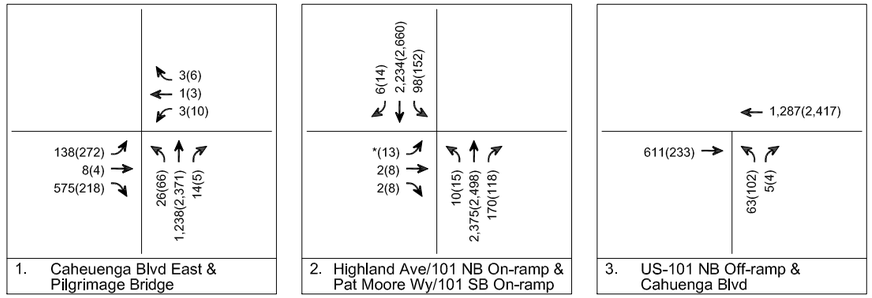
EXISTING WITH PROJECT TRAFFIC VOLUMES

The Project-only AM and PM peak hour traffic volumes described in Chapter 4 and shown in Figure 13 were added to the Existing AM and PM peak hour traffic volumes shown in Figure 4. The resulting volumes are illustrated in Figure 14 and represent Existing with Project Conditions after development of the Project under Existing Conditions.

EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 9 summarizes the results of the Existing with Project Conditions during the weekday AM and PM peak hours for the 111 signalized study intersections. As shown in Table 9, 96 of the 111 signalized study intersections are expected to continue to operate at LOS D or better during both the AM and PM peak hours under Existing with Project Conditions. The remaining 15 intersections operate at LOS E or F during at least one of the peak hours.

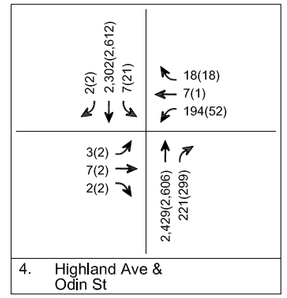
The detailed analysis of the 12 unsignalized study intersections is provided in Chapter 9.



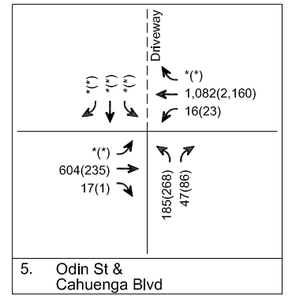
1. Caheuenga Blvd East & Pilgrimage Bridge

2. Highland Ave/101 NB On-ramp & Pat Moore Wy/101 SB On-ramp

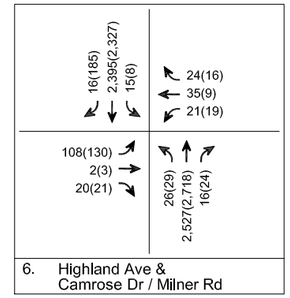
3. US-101 NB Off-ramp & Cahuenga Blvd



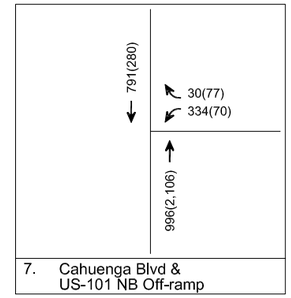
4. Highland Ave & Odin St



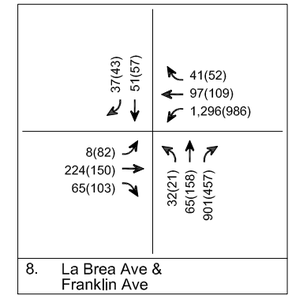
5. Odin St & Cahuenga Blvd



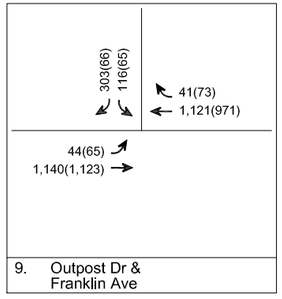
6. Highland Ave & Camrose Dr / Milner Rd



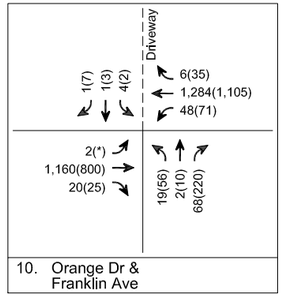
7. Cahuenga Blvd & US-101 NB Off-ramp



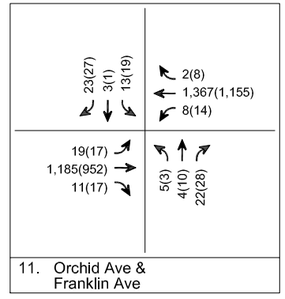
8. La Brea Ave & Franklin Ave



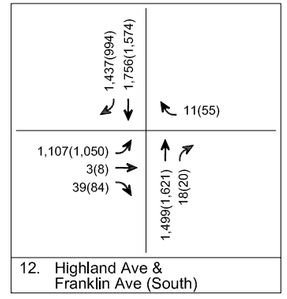
9. Outpost Dr & Franklin Ave



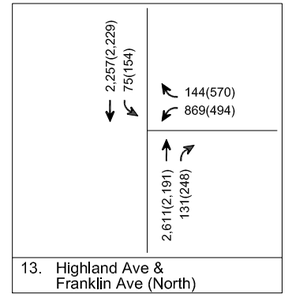
10. Orange Dr & Franklin Ave



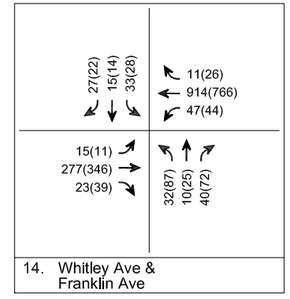
11. Orchid Ave & Franklin Ave



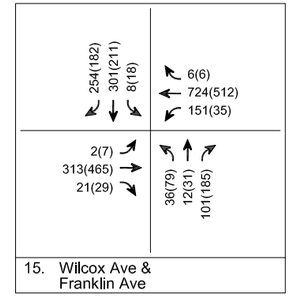
12. Highland Ave & Franklin Ave (South)



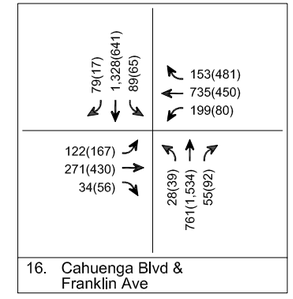
13. Highland Ave & Franklin Ave (North)



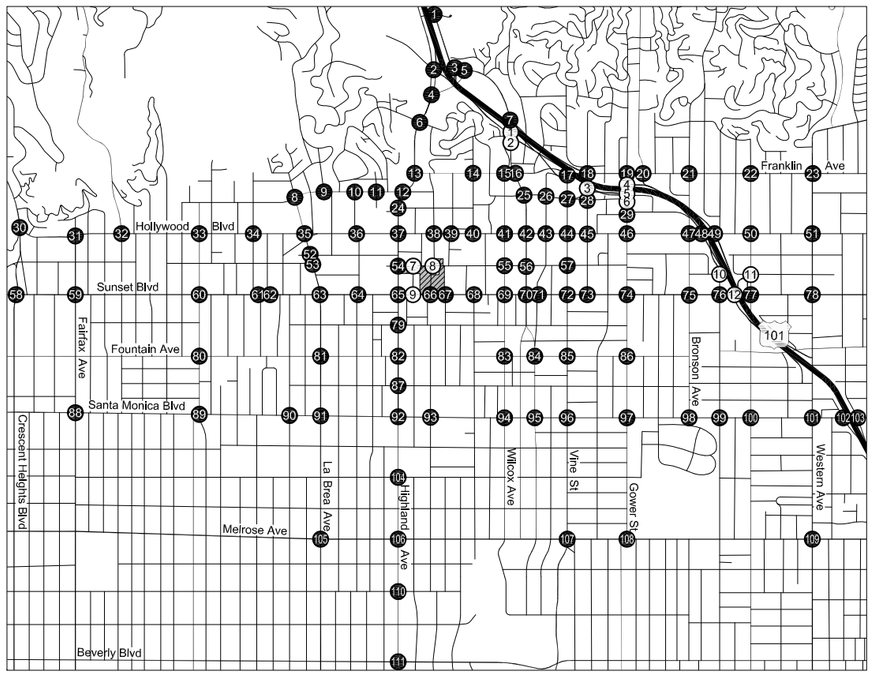
14. Whitley Ave & Franklin Ave

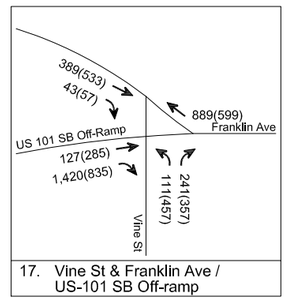


15. Wilcox Ave & Franklin Ave

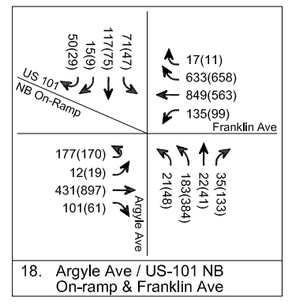


16. Cahuenga Blvd & Franklin Ave

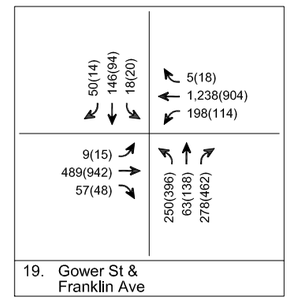




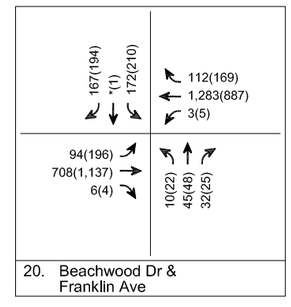
17. Vine St & Franklin Ave / US-101 SB Off-ramp



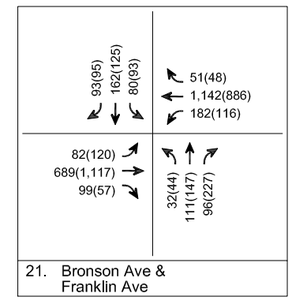
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave



19. Gower St & Franklin Ave



20. Beachwood Dr & Franklin Ave



21. Bronson Ave & Franklin Ave

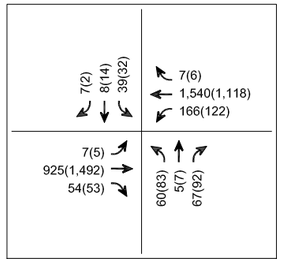
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

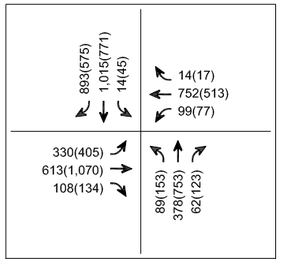
N
Not to Scale

EXISTING WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

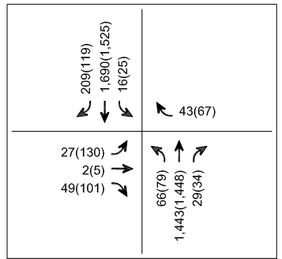
FIGURE 14



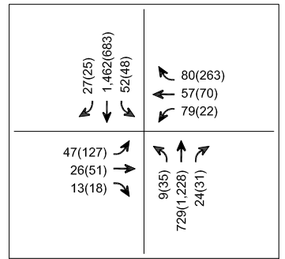
22. Wilton Pl & Franklin Ave



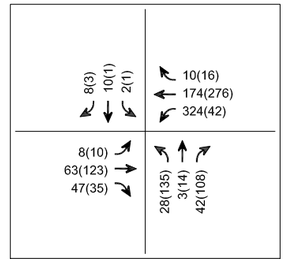
23. Western Ave & Franklin Ave



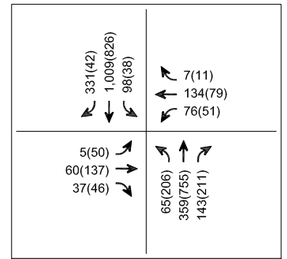
24. Highland Ave & Johnny Grant Way / Yucca St



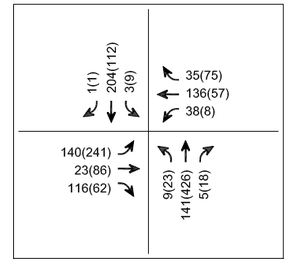
25. Cahuenga Blvd & Yucca St



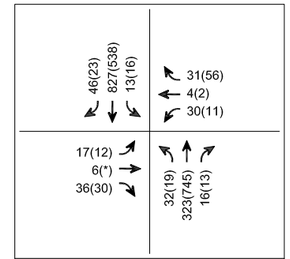
26. Ivar Ave & Yucca St



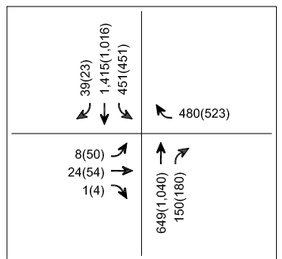
27. Vine St & Yucca St



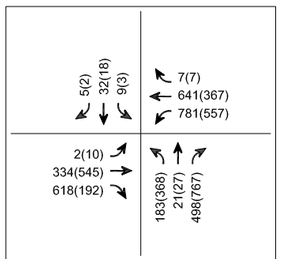
28. Argyle Ave & Yucca St



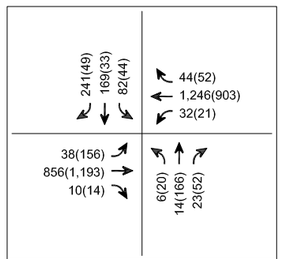
29. Gower St & Carlos Ave



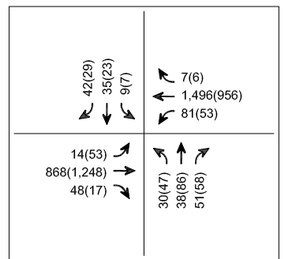
30. Laurel Canyon Blvd & Hollywood Blvd



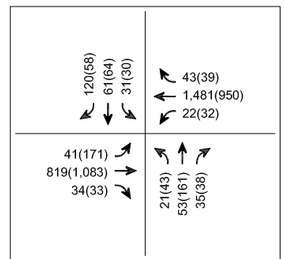
31. Fairfax Ave & Hollywood Blvd



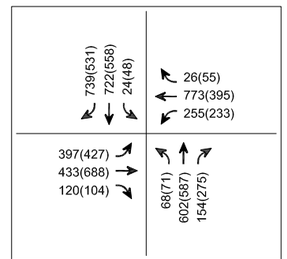
32. Nichols Canyon Rd / Genesee Ave & Hollywood Blvd



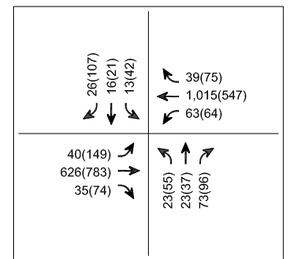
33. Gardner St & Hollywood Blvd



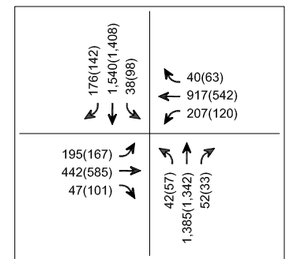
34. Fuller Ave & Hollywood Blvd



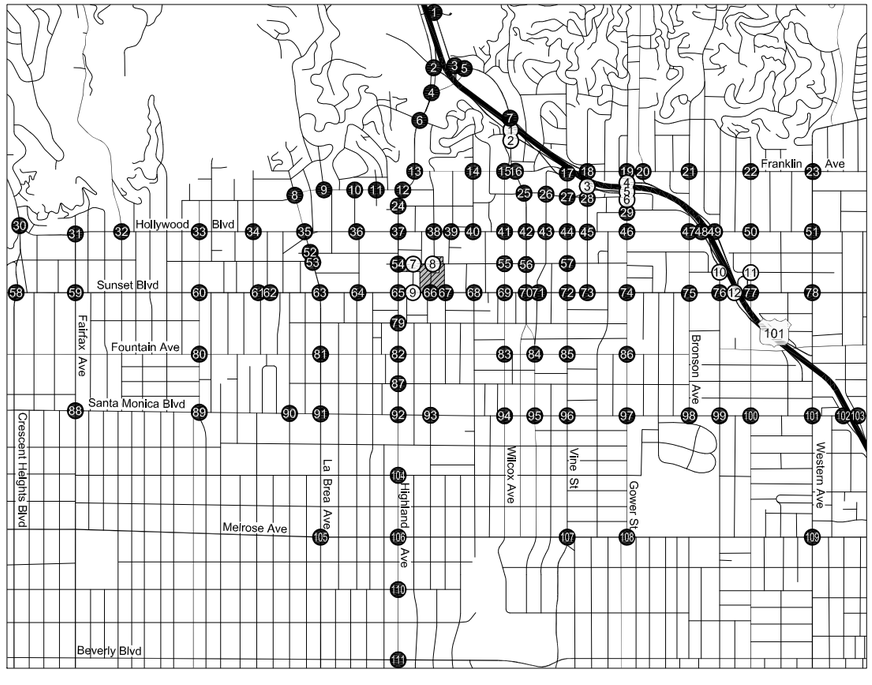
35. La Brea Ave & Hollywood Blvd

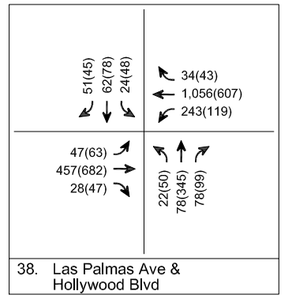


36. Orange Dr & Hollywood Blvd

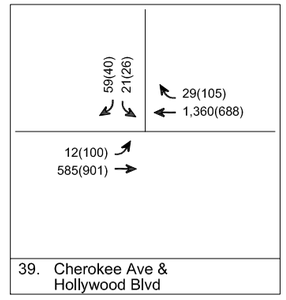


37. Highland Ave & Hollywood Blvd

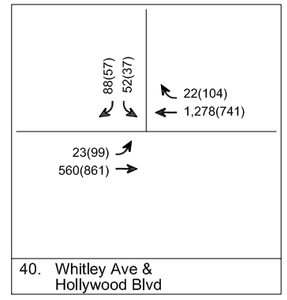




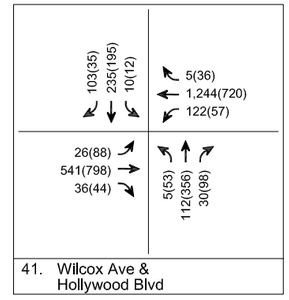
38. Las Palmas Ave & Hollywood Blvd



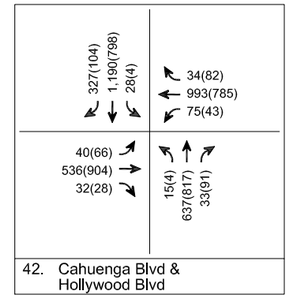
39. Cherokee Ave & Hollywood Blvd



40. Whitley Ave & Hollywood Blvd



41. Wilcox Ave & Hollywood Blvd



42. Cahuenga Blvd & Hollywood Blvd

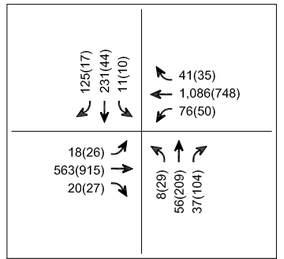
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

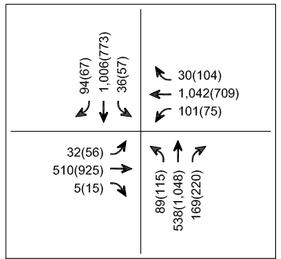
N
Not to Scale

EXISTING WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

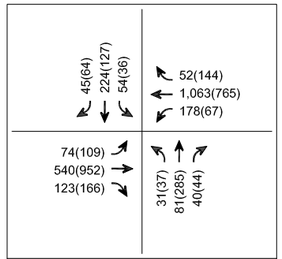
FIGURE
14 (CONT.)



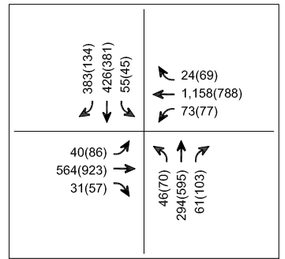
43. Ivar Ave & Hollywood Blvd



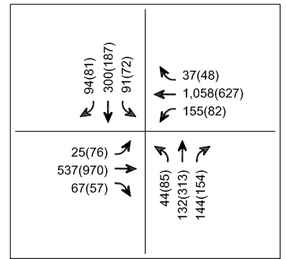
44. Vine St & Hollywood Blvd



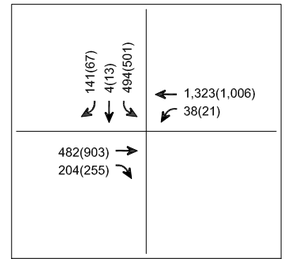
45. Argyle Ave & Hollywood Blvd



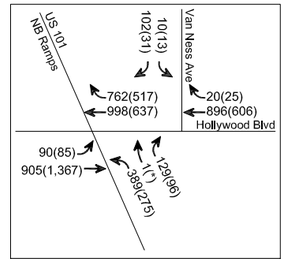
46. Gower St & Hollywood Blvd



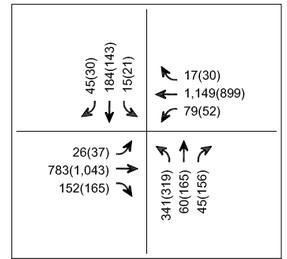
47. Bronson Ave & Hollywood Blvd



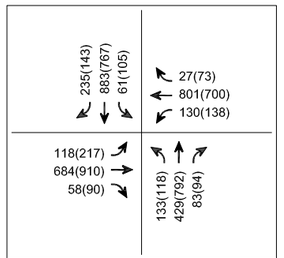
48. US-101 SB Ramps & Hollywood Blvd



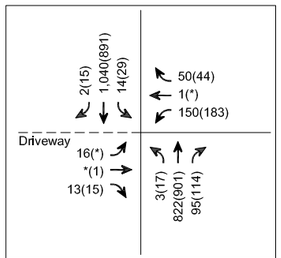
49. US-101 NB Ramps/Van Ness Ave & Hollywood Blvd



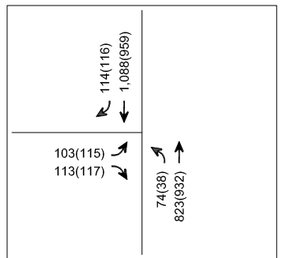
50. Wilton Pl & Hollywood Blvd



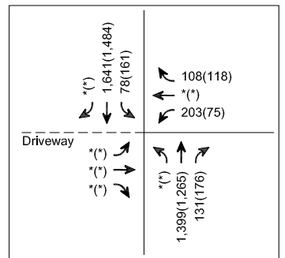
51. Western Ave & Hollywood Blvd



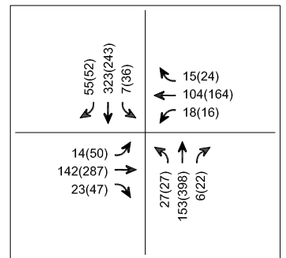
52. La Brea Ave & Hawthorn Ave (N)



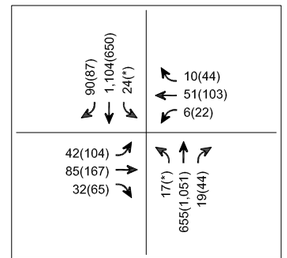
53. La Brea Ave & Hawthorn Ave (S)



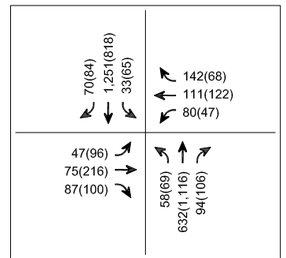
54. Highland Ave & Selma Ave



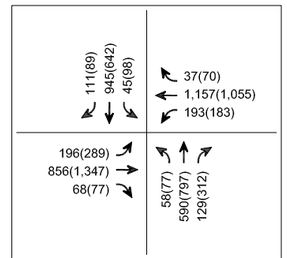
55. Wilcox Ave & Selma Ave



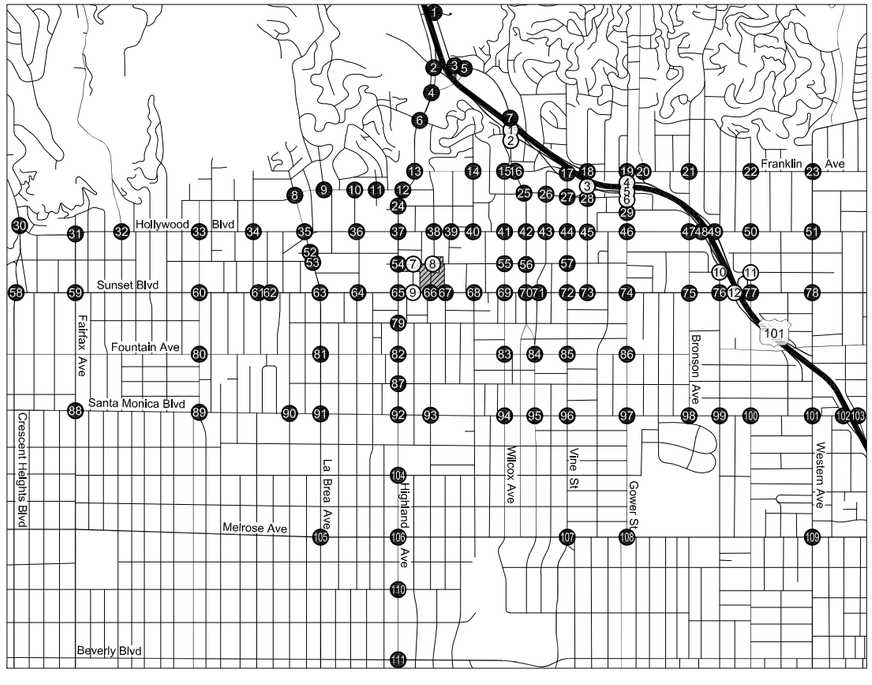
56. Caheuenga Blvd & Selma Ave

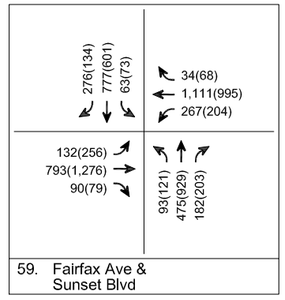


57. Vine St & Selma Ave

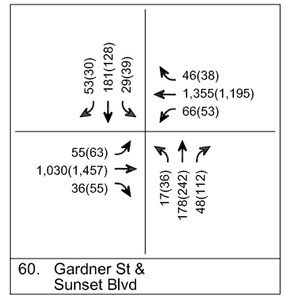


58. Crescent Heights Blvd & Sunset Blvd

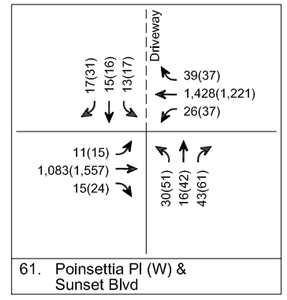




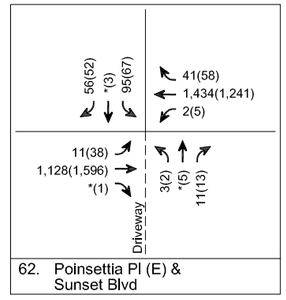
59. Fairfax Ave & Sunset Blvd



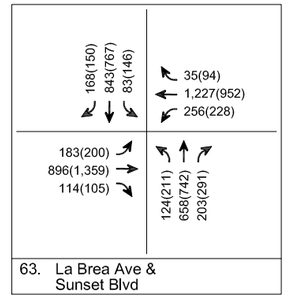
60. Gardner St & Sunset Blvd



61. Poinsettia Pl (W) & Sunset Blvd



62. Poinsettia Pl (E) & Sunset Blvd



63. La Brea Ave & Sunset Blvd

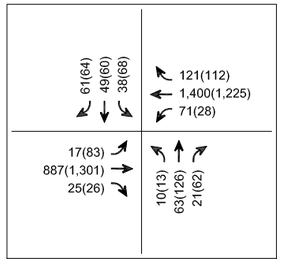
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

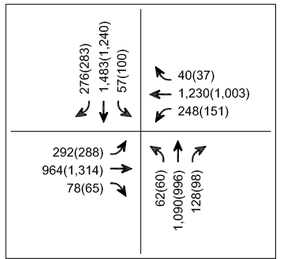
N
Not to Scale

EXISTING WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

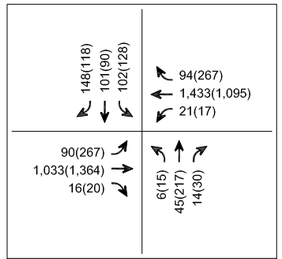
FIGURE
14 (CONT.)



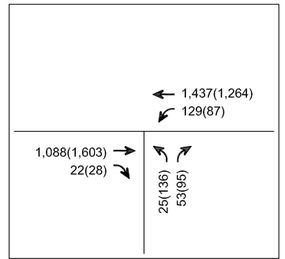
64. Orange Dr & Sunset Blvd



65. Highland Ave & Sunset Blvd

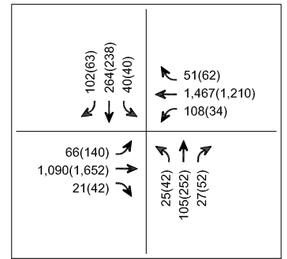


66. Las Palmas Ave & Sunset Blvd

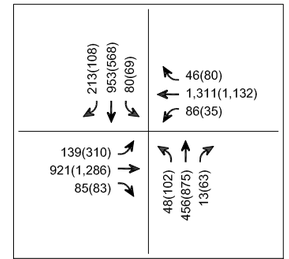


67. Cherokee Ave & Sunset Blvd

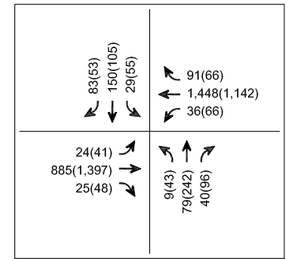
68. Seward St & Sunset Blvd



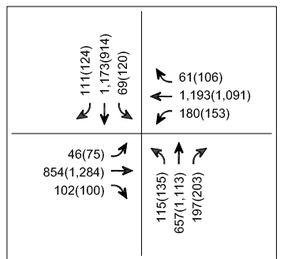
69. Wilcox Ave & Sunset Blvd



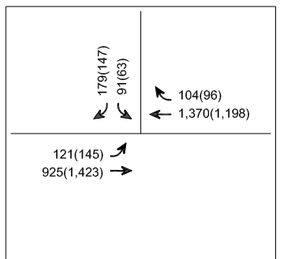
70. Cahuenga Blvd & Sunset Blvd



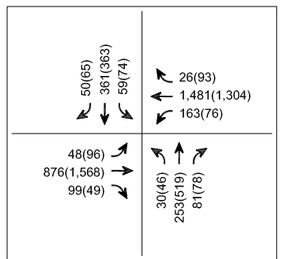
71. Ivar Ave & Sunset Blvd



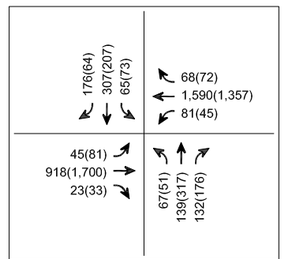
72. Vine St & Sunset Blvd



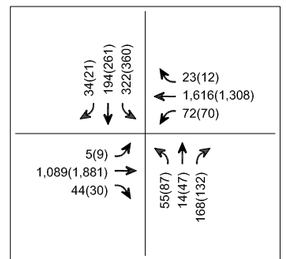
73. Argyle Ave & Sunset Blvd



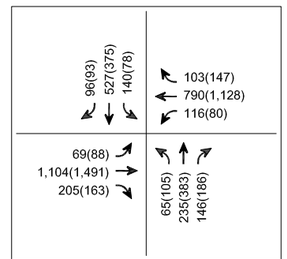
74. Gower St & Sunset Blvd



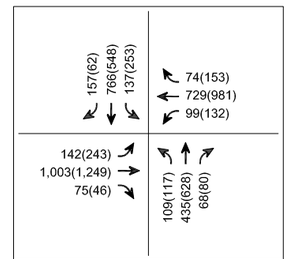
75. Bronson Ave & Sunset Blvd



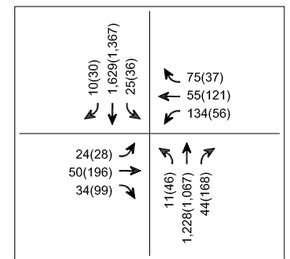
76. Van Ness Ave & Sunset Blvd



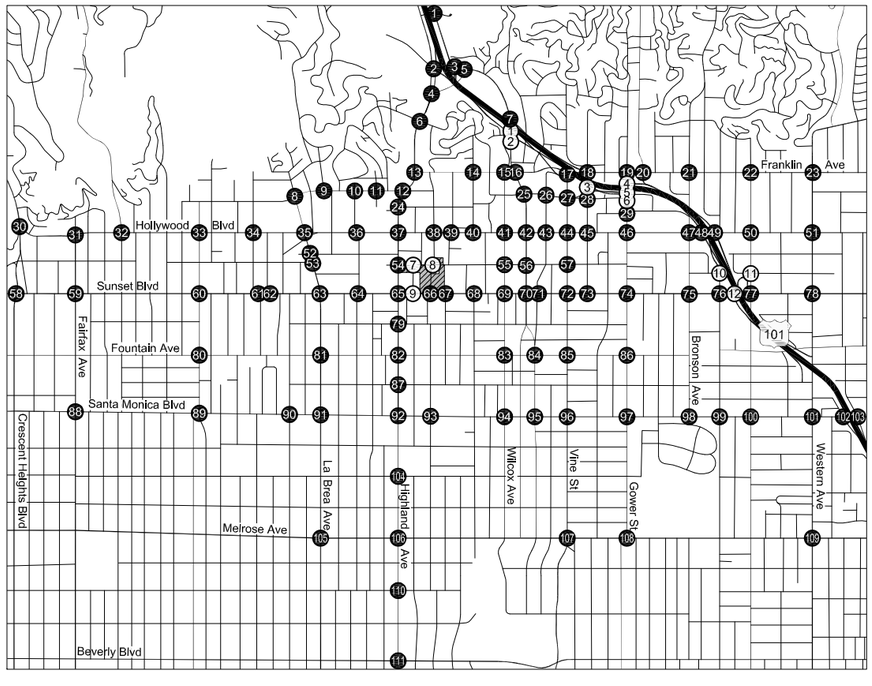
77. Wilton Pl & Sunset Blvd

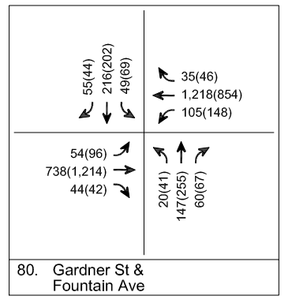


78. Western Ave & Sunset Blvd

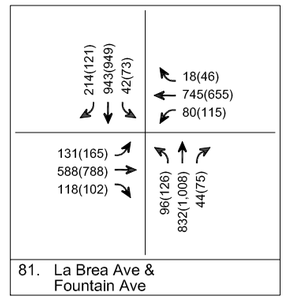


79. Highland Ave & De Longpre Ave

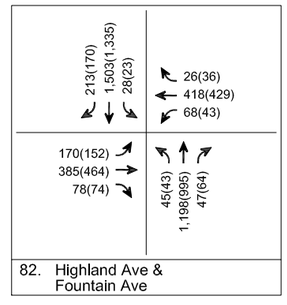




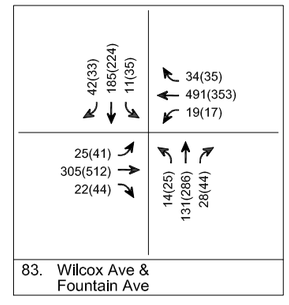
80. Gardner St & Fountain Ave



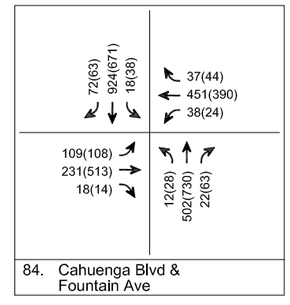
81. La Brea Ave & Fountain Ave



82. Highland Ave & Fountain Ave



83. Wilcox Ave & Fountain Ave



84. Cahuenga Blvd & Fountain Ave

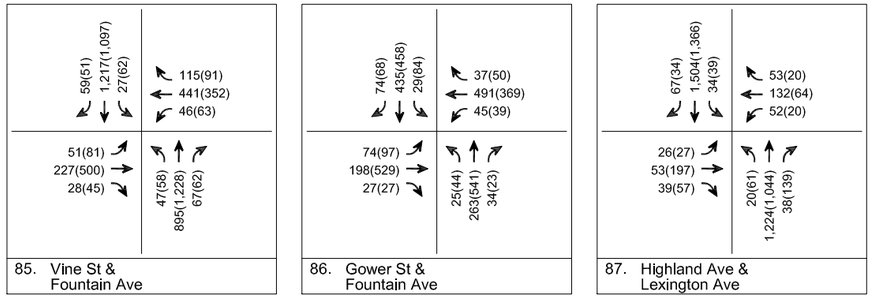
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

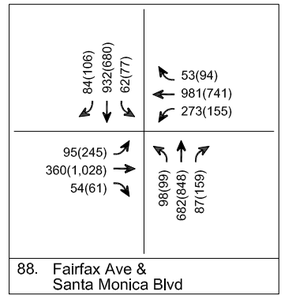
FIGURE
14 (CONT.)



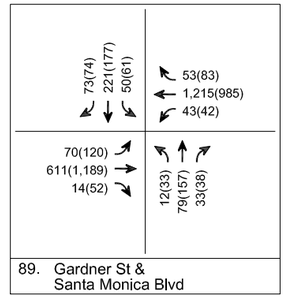
85. Vine St & Fountain Ave

86. Gower St & Fountain Ave

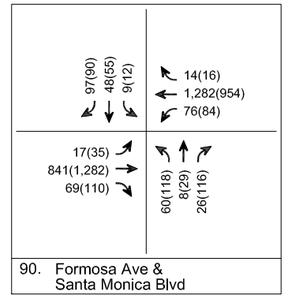
87. Highland Ave & Lexington Ave



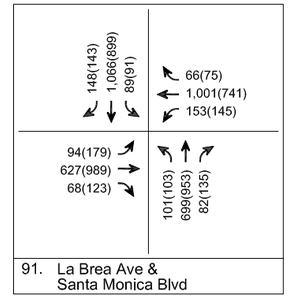
88. Fairfax Ave & Santa Monica Blvd



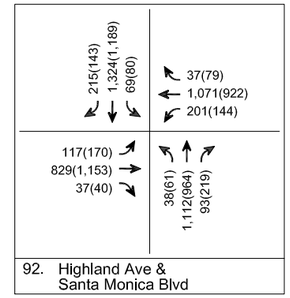
89. Gardner St & Santa Monica Blvd



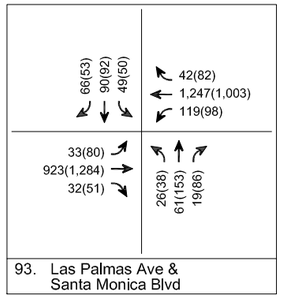
90. Formosa Ave & Santa Monica Blvd



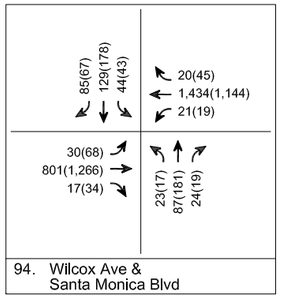
91. La Brea Ave & Santa Monica Blvd



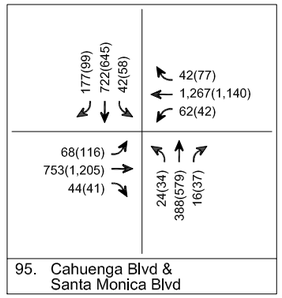
92. Highland Ave & Santa Monica Blvd



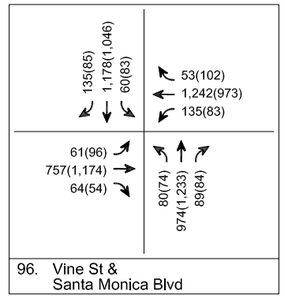
93. Las Palmas Ave & Santa Monica Blvd



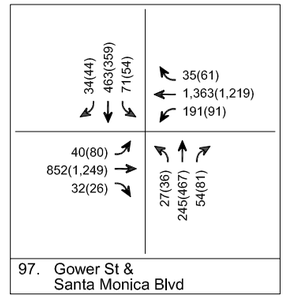
94. Wilcox Ave & Santa Monica Blvd



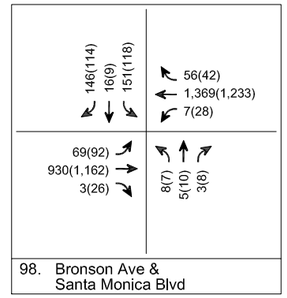
95. Cahuenga Blvd & Santa Monica Blvd



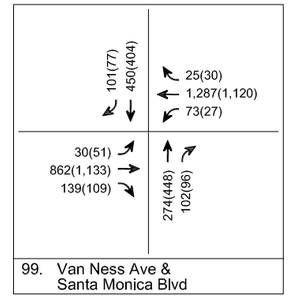
96. Vine St & Santa Monica Blvd



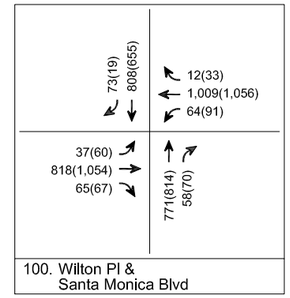
97. Gower St & Santa Monica Blvd



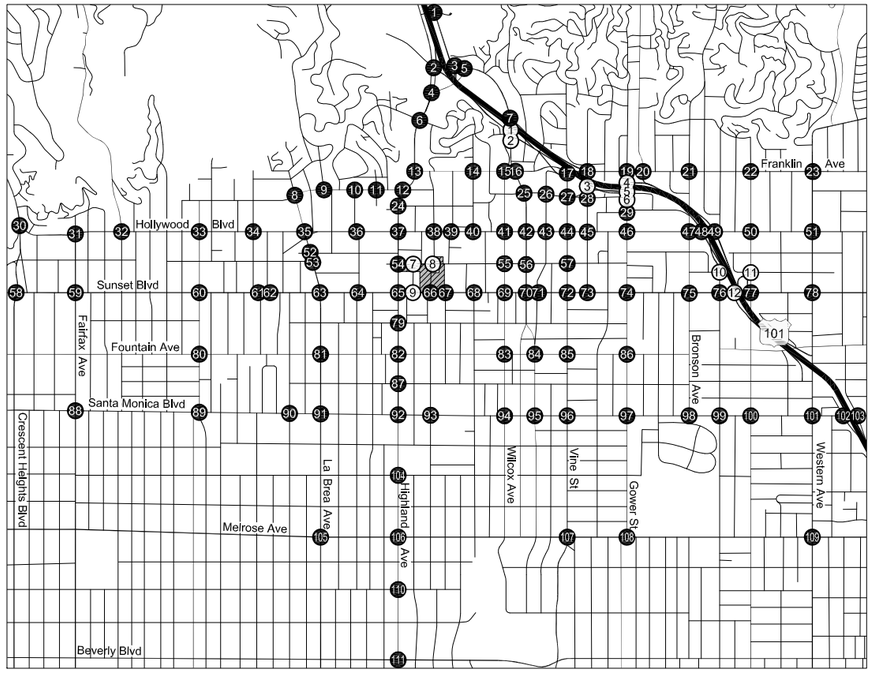
98. Bronson Ave & Santa Monica Blvd

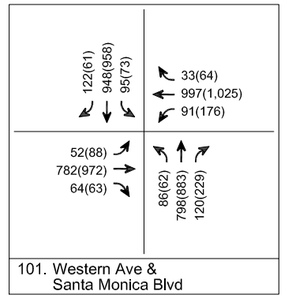


99. Van Ness Ave & Santa Monica Blvd

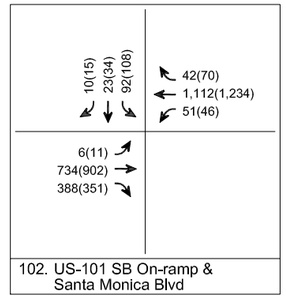


100. Wilton Pl & Santa Monica Blvd

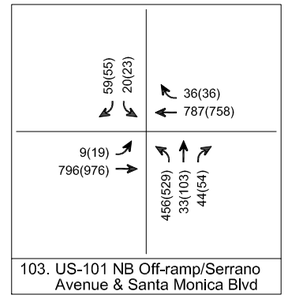




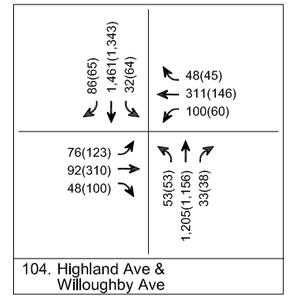
101. Western Ave & Santa Monica Blvd



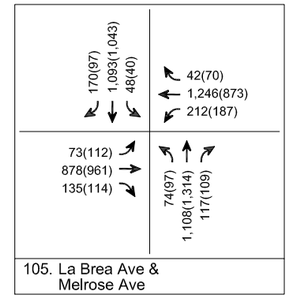
102. US-101 SB On-ramp & Santa Monica Blvd



103. US-101 NB Off-ramp/Serrano Avenue & Santa Monica Blvd



104. Highland Ave & Willoughby Ave



105. La Brea Ave & Melrose Ave

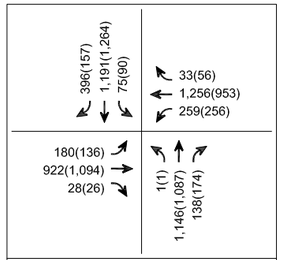
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

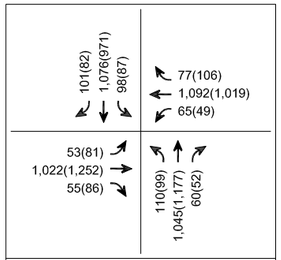
N
Not to Scale

EXISTING WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

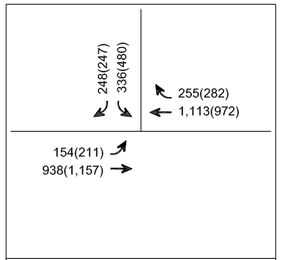
FIGURE
14 (CONT.)



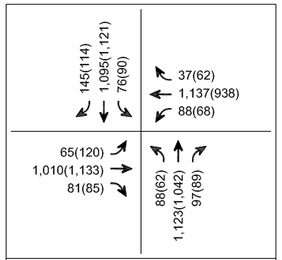
106. Highland Ave & Melrose Ave



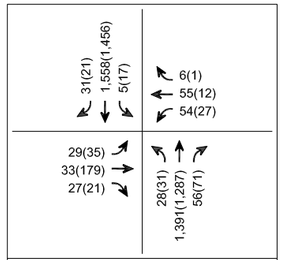
107. Vine St & Melrose Ave



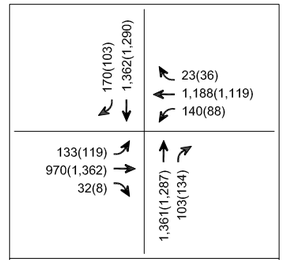
108. Gower St & Melrose Ave



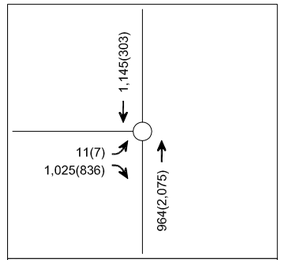
109. Western Ave & Melrose Ave



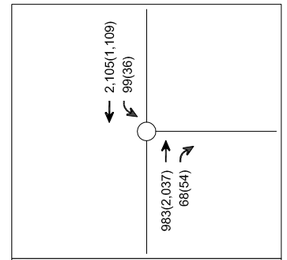
110. Highland Ave & Rosewood Ave



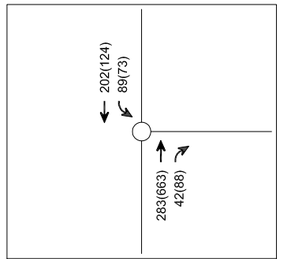
111. Highland Ave & Beverly Blvd



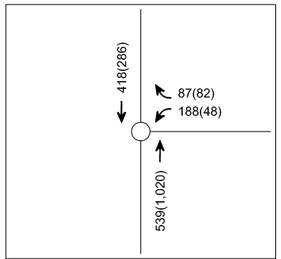
1. Cahuenga Blvd & US-101 SB Off-Ramp



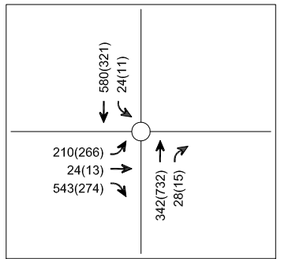
2. Cahuenga Blvd & US-101 SB On-Ramp



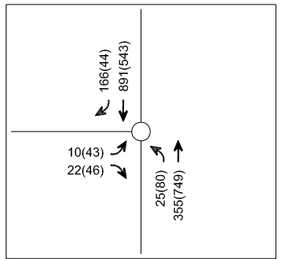
3. Argyle Ave & US-101 SB On-Ramp



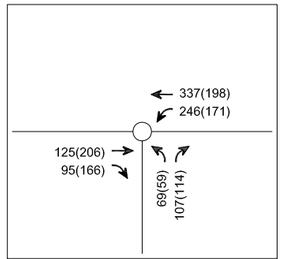
4. Gower St & US-101 NB Off-Ramp



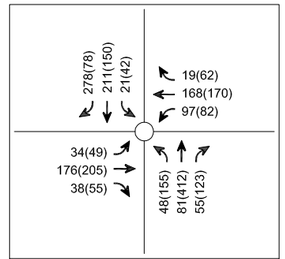
5. Gower St & US-101 SB Off-Ramp / Yucca St



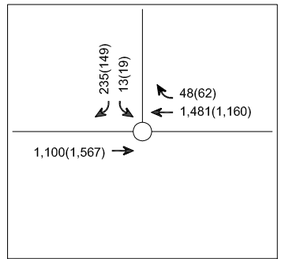
6. Gower St & Yucca St



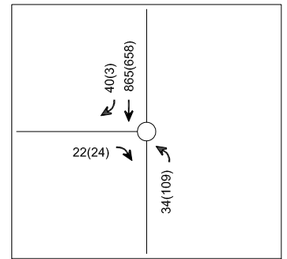
7. McCadden Pl (West) & Selma Ave



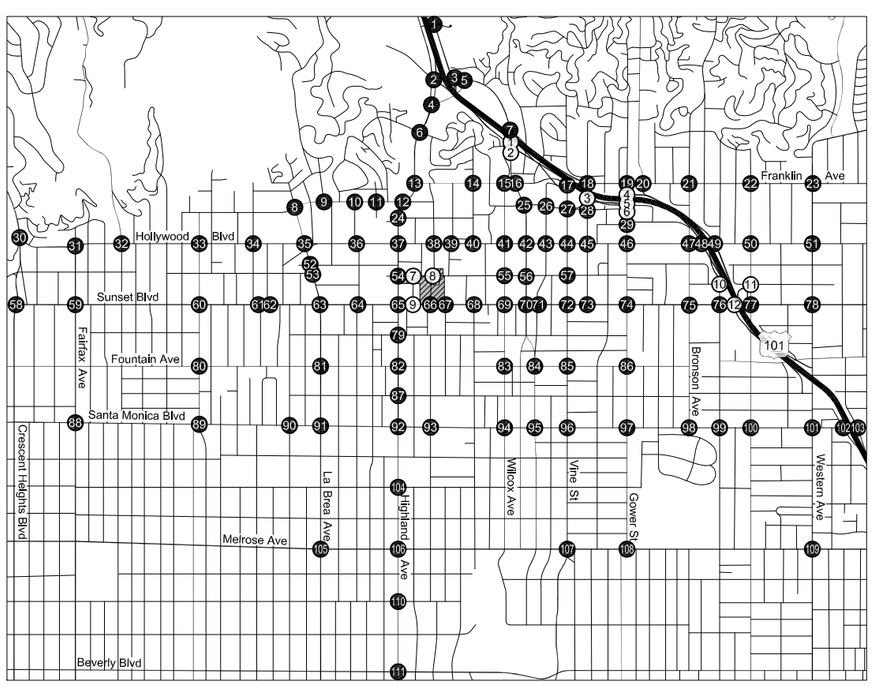
8. Las Palmas Ave & Selma Ave

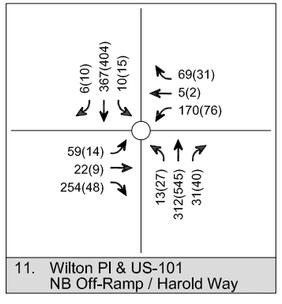


9. McCadden Pl (East) & Sunset Blvd

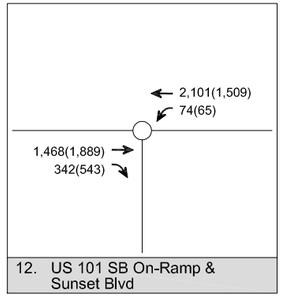


10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way





11. Wilton Pl & US-101 NB Off-Ramp / Harold Way



12. US 101 SB On-Ramp & Sunset Blvd

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 (CONT.)

TABLE 9
EXISTING WITH PROJECT CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Caheuenga Blvd East &	AM	0.561	A	0.566	A	0.005	NO
	Pilgrimage Bridge	PM	0.628	B	0.632	B	0.004	NO
2.	Highland Ave / US-101 NB On-ramp &	AM	0.424	A	0.431	A	0.007	NO
	Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	PM	0.532	A	0.542	A	0.010	NO
3.	US-101 NB Off-ramp &	AM	0.369	A	0.375	A	0.006	NO
	Cahuenga Blvd	PM	0.771	C	0.777	C	0.006	NO
4.	Highland Ave &	AM	0.632	B	0.639	B	0.007	NO
	Odin St	PM	0.579	A	0.587	A	0.008	NO
5.	Odin St &	AM	0.427	A	0.428	A	0.001	NO
	Cahuenga Blvd	PM	0.776	C	0.782	C	0.006	NO
6.	Highland Ave &	AM	0.592	A	0.601	B	0.009	NO
	Camrose Dr / Milner Rd	PM	0.620	B	0.631	B	0.011	NO
7.	Cahuenga Blvd &	AM	0.344	A	0.353	A	0.009	NO
	US-101 NB Off-ramp	PM	0.643	B	0.653	B	0.010	NO
8.	La Brea Ave &	AM	0.558	A	0.563	A	0.005	NO
	Franklin Ave	PM	0.450	A	0.456	A	0.006	NO
9.	Outpost Dr &	AM	0.645	B	0.647	B	0.002	NO
	Franklin Ave	PM	0.487	A	0.492	A	0.005	NO
10.	Orange Dr &	AM	0.487	A	0.489	A	0.002	NO
	Franklin Ave	PM	0.563	A	0.567	A	0.004	NO
11.	Orchid Ave &	AM	0.415	A	0.415	A	0.000	NO
	Franklin Ave	PM	0.358	A	0.358	A	0.000	NO
12.	Highland Ave &	AM	1.051	F *	1.051	F *	0.000	NO
	Franklin Ave (South)	PM	0.776	F *	0.776	F *	0.000	NO
13.	Highland Ave &	AM	0.889	F *	0.899	F *	0.010	**YES**
	Franklin Ave (North)	PM	0.802	F *	0.812	F *	0.010	**YES**
14.	Whitley Ave &	AM	0.630	B	0.635	B	0.005	NO
	Franklin Ave	PM	0.595	A	0.606	B	0.011	NO
15.	Wilcox Ave &	AM	0.781	C	0.787	C	0.006	NO
	Franklin Ave	PM	0.574	A	0.584	A	0.010	NO
16.	Cahuenga Blvd &	AM	0.921	E	0.933	E	0.012	**YES**
	Franklin Ave	PM	0.855	D	0.866	D	0.011	NO
17.	Vine St &	AM	0.309	A	0.314	A	0.005	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.364	A	0.371	A	0.007	NO
18.	Argyle Ave / US-101 NB On-ramp &	AM	0.723	C	0.731	C	0.008	NO
	Franklin Ave	PM	0.731	C	0.738	C	0.007	NO
19.	Gower St &	AM	0.612	B	0.619	B	0.007	NO
	Franklin Ave	PM	0.687	B	0.701	C	0.014	NO
20.	Beachwood Dr &	AM	0.632	B	0.638	B	0.006	NO
	Franklin Ave	PM	0.613	B	0.622	B	0.009	NO
21.	Bronson Ave &	AM	0.593	A	0.597	A	0.004	NO
	Franklin Ave	PM	0.705	C	0.709	C	0.004	NO
22.	Wilton Pl &	AM	0.532	A	0.535	A	0.003	NO
	Franklin Ave	PM	0.635	B	0.639	B	0.004	NO
23.	Western Ave &	AM	0.855	D	0.858	D	0.003	NO
	Franklin Ave	PM	0.753	C	0.755	C	0.002	NO
24.	Highland Ave &	AM	0.368	A	0.376	A	0.008	NO
	Johnny Grant Way / Yucca St	PM	0.384	A	0.398	A	0.014	NO
25.	Cahuenga Blvd &	AM	0.495	A	0.503	A	0.008	NO
	Yucca St	PM	0.585	A	0.596	A	0.011	NO

TABLE 9 (CONTINUED)
EXISTING WITH PROJECT CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
26.	Ivar Ave & Yucca St	AM PM	0.207 0.261	A A	0.208 0.263	A A	0.001 0.002	NO NO
27.	Vine St & Yucca St	AM PM	0.477 0.445	A A	0.481 0.452	A A	0.004 0.007	NO NO
28.	Argyle Ave & Yucca St	AM PM	0.181 0.308	A A	0.183 0.311	A A	0.002 0.003	NO NO
29.	Gower St & Carlos Ave	AM PM	0.322 0.252	A A	0.325 0.255	A A	0.003 0.003	NO NO
30.	Laurel Canyon Blvd & Hollywood Blvd	AM PM	0.517 0.713	A C	0.520 0.720	A C	0.003 0.007	NO NO
31.	Fairfax Ave & Hollywood Blvd	AM PM	0.979 0.821	E D	0.979 0.824	E D	0.000 0.003	NO NO
32.	Nichols Canyon Rd / Genessee Ave & Hollywood Blvd	AM PM	0.685 0.508	B A	0.687 0.511	B A	0.002 0.003	NO NO
33.	Gardner St & Hollywood Blvd	AM PM	0.488 0.478	A A	0.496 0.489	A A	0.008 0.011	NO NO
34.	Fuller Ave & Hollywood Blvd	AM PM	0.570 0.503	A A	0.577 0.512	A A	0.007 0.009	NO NO
35.	La Brea Ave & Hollywood Blvd	AM PM	1.003 0.777	F * F *	1.014 0.790	F * F *	0.011 0.013	**YES** **YES**
36.	Orange Dr & Hollywood Blvd	AM PM	0.352 0.347	A A	0.367 0.371	A A	0.015 0.024	NO NO
37.	Highland Ave & Hollywood Blvd	AM PM	0.792 0.604	F * F *	0.822 0.636	F * F *	0.030 0.032	**YES** **YES**
38.	Las Palmas Ave & Hollywood Blvd	AM PM	0.393 0.481	A A	0.429 0.584	A A	0.036 0.103	NO NO
39.	Cherokee Ave & Hollywood Blvd	AM PM	0.413 0.255	A A	0.425 0.275	A A	0.012 0.020	NO NO
40.	Whitley Ave & Hollywood Blvd	AM PM	0.431 0.289	A A	0.442 0.311	A A	0.011 0.022	NO NO
41.	Wilcox Ave & Hollywood Blvd	AM PM	0.557 0.512	A A	0.569 0.529	A A	0.012 0.017	NO NO
42.	Cahuenga Blvd & Hollywood Blvd	AM PM	0.792 0.519	F * F *	0.811 0.542	F * F *	0.019 0.023	**YES** **YES**
43.	Ivar Ave & Hollywood Blvd	AM PM	0.529 0.469	A A	0.538 0.482	A A	0.009 0.013	NO NO
44.	Vine St & Hollywood Blvd	AM PM	0.734 0.664	F * F *	0.747 0.685	F * F *	0.013 0.021	**YES** **YES**
45.	Argyle Ave & Hollywood Blvd	AM PM	0.480 0.469	A A	0.491 0.490	A A	0.011 0.021	NO NO
46.	Gower St & Hollywood Blvd	AM PM	0.622 0.551	B A	0.635 0.579	B A	0.013 0.028	NO NO
47.	Bronson Ave & Hollywood Blvd	AM PM	0.619 0.644	B B	0.635 0.657	B B	0.016 0.013	NO NO
48.	US-101 SB Ramps & Hollywood Blvd	AM PM	0.581 0.442	A A	0.589 0.457	A A	0.008 0.015	NO NO
49.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM PM	0.715 0.494	C A	0.720 0.508	C A	0.005 0.014	NO NO
50.	Wilton Pl & Hollywood Blvd	AM PM	0.775 0.772	C C	0.780 0.779	C C	0.005 0.007	NO NO

TABLE 9 (CONTINUED)
EXISTING WITH PROJECT CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
51.	Western Ave & Hollywood Blvd	AM PM	0.775 0.776	C C	0.781 0.781	C C	0.006 0.005	NO NO
52.	La Brea Ave & Hawthorn Ave (North)	AM PM	0.393 0.409	A A	0.393 0.409	A A	0.000 0.000	NO NO
53.	La Brea Ave & Hawthorn Ave (South)	AM PM	0.494 0.439	A A	0.494 0.439	A A	0.000 0.000	NO NO
54.	Highland Ave & Selma Ave	AM PM	0.421 0.321	A A	0.499 0.456	A A	0.078 0.135	NO NO
55.	Wilcox Ave & Selma Avenue	AM PM	0.232 0.401	A A	0.301 0.471	A A	0.069 0.070	NO NO
56.	Caheuenga Blvd & Selma Ave	AM PM	0.375 0.437	A A	0.451 0.504	A A	0.076 0.067	NO NO
57.	Vine St & Selma Ave	AM PM	0.548 0.531	A A	0.579 0.557	A A	0.031 0.026	NO NO
58.	Crescent Heights Blvd & Sunset Blvd	AM PM	0.749 0.733	C C	0.758 0.744	C C	0.009 0.011	NO NO
59.	Fairfax Ave & Sunset Blvd	AM PM	0.651 0.753	B C	0.659 0.768	B C	0.008 0.015	NO NO
60.	Gardner St & Sunset Blvd	AM PM	0.421 0.536	A A	0.435 0.557	A A	0.014 0.021	NO NO
61.	Poinsettia Pl (West) & Sunset Blvd	AM PM	0.289 0.373	A A	0.301 0.390	A A	0.012 0.017	NO NO
62.	Poinsettia Pl (East) & Sunset Blvd	AM PM	0.323 0.321	A A	0.338 0.341	A A	0.015 0.020	NO NO
63.	La Brea Ave & Sunset Blvd	AM PM	0.660 0.754	F * F *	0.675 0.797	F * F *	0.015 0.043	**YES** **YES**
64.	Orange Dr & Sunset Blvd	AM PM	0.336 0.411	A A	0.355 0.432	A A	0.019 0.021	NO NO
65.	Highland Ave & Sunset Blvd	AM PM	0.845 0.713	F * F *	0.891 0.775	F * F *	0.046 0.062	**YES** **YES**
66.	Las Palmas Ave & Sunset Boulevard	AM PM	0.456 0.569	A A	0.499 0.680	A B	0.043 0.111	NO NO
67.	Cherokee Ave & Sunset Blvd	AM PM	0.261 0.449	A A	0.285 0.475	A A	0.024 0.026	NO NO
68.	Seward St & Sunset Blvd	AM PM	0.280 0.497	A A	0.303 0.523	A A	0.023 0.026	NO NO
69.	Wilcox Ave & Sunset Blvd	AM PM	0.520 0.503	A A	0.542 0.529	A A	0.022 0.026	NO NO
70.	Cahuenga Blvd & Sunset Blvd	AM PM	0.721 0.744	F * F *	0.758 0.779	F * F *	0.037 0.035	**YES** **YES**
71.	Ivar Ave & Sunset Blvd	AM PM	0.403 0.533	A A	0.419 0.556	A A	0.016 0.023	NO NO
72.	Vine St & Sunset Blvd	AM PM	0.767 0.808	F * F *	0.813 0.839	F * F *	0.046 0.031	**YES** **YES**
73.	Argyle Ave & Sunset Blvd	AM PM	0.477 0.401	A A	0.488 0.424	A A	0.011 0.023	NO NO
74.	Gower St & Sunset Blvd	AM PM	0.581 0.784	A C	0.595 0.802	A D	0.014 0.018	NO NO
75.	Bronson Ave & Sunset Blvd	AM PM	0.653 0.678	B B	0.665 0.693	B B	0.012 0.015	NO NO

TABLE 9 (CONTINUED)
EXISTING WITH PROJECT CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
76.	Van Ness Ave & Sunset Blvd	AM	0.597	A	0.603	B	0.006	NO
		PM	0.721	C	0.731	C	0.010	NO
77.	Wilton Pl & Sunset Blvd	AM	0.514	A	0.519	A	0.005	NO
		PM	0.568	A	0.577	A	0.009	NO
78.	Western Ave & Sunset Blvd	AM	0.641	B	0.648	B	0.007	NO
		PM	0.760	C	0.764	C	0.004	NO
79.	Highland Ave & De Longpre Ave	AM	0.451	A	0.463	A	0.012	NO
		PM	0.483	A	0.494	A	0.011	NO
80. [a]	Gardner St & Fountain Ave	AM	0.578	A	0.581	A	0.003	NO
		PM	0.699	B	0.705	C	0.006	NO
81. [a]	La Brea Ave & Fountain Ave	AM	0.807	D	0.817	D	0.010	NO
		PM	0.785	C	0.799	C	0.014	NO
82.	Highland Ave & Fountain Ave	AM	0.705	C	0.721	C	0.016	NO
		PM	0.656	B	0.675	B	0.019	NO
83.	Wilcox Ave & Fountain Ave	AM	0.434	A	0.440	A	0.006	NO
		PM	0.513	A	0.523	A	0.010	NO
84.	Cahuenga Blvd & Fountain Ave	AM	0.663	B	0.675	B	0.012	NO
		PM	0.648	B	0.667	B	0.019	NO
85.	Vine St & Fountain Ave	AM	0.742	C	0.761	C	0.019	NO
		PM	0.749	C	0.777	C	0.028	NO
86.	Gower St & Fountain Ave	AM	0.679	B	0.687	B	0.008	NO
		PM	0.781	C	0.793	C	0.012	NO
87.	Highland Ave & Lexington Ave	AM	0.425	A	0.438	A	0.013	NO
		PM	0.441	A	0.453	A	0.012	NO
88. [a]	Fairfax Ave & Santa Monica Blvd	AM	0.810	D	0.816	D	0.006	NO
		PM	0.796	C	0.803	D	0.007	NO
89. [a]	Gardner St & Santa Monica Blvd	AM	0.595	A	0.603	B	0.008	NO
		PM	0.549	A	0.561	A	0.012	NO
90. [a]	Formosa Ave & Santa Monica Blvd	AM	0.538	A	0.547	A	0.009	NO
		PM	0.658	B	0.670	B	0.012	NO
91. [a]	La Brea Ave & Santa Monica Blvd	AM	0.736	C	0.755	C	0.019	NO
		PM	0.751	C	0.770	C	0.019	NO
92.	Highland Ave & Santa Monica Blvd	AM	0.736	C	0.758	C	0.022	NO
		PM	0.761	C	0.774	C	0.013	NO
93.	Las Palmas Ave & Santa Monica Blvd	AM	0.495	A	0.506	A	0.011	NO
		PM	0.615	B	0.629	B	0.014	NO
94.	Wilcox Ave & Santa Monica Blvd	AM	0.591	A	0.592	A	0.001	NO
		PM	0.547	A	0.549	A	0.002	NO
95.	Cahuenga Blvd & Santa Monica Blvd	AM	0.707	C	0.726	C	0.019	NO
		PM	0.882	D	0.910	E	0.028	**YES**
96.	Vine St & Santa Monica Blvd	AM	0.846	D	0.864	D	0.018	NO
		PM	0.802	D	0.831	D	0.029	**YES**
97.	Gower St & Santa Monica Blvd	AM	0.730	C	0.742	C	0.012	NO
		PM	0.771	C	0.787	C	0.016	NO
98.	Bronson Ave & Santa Monica Blvd	AM	0.567	A	0.574	A	0.007	NO
		PM	0.504	A	0.516	A	0.012	NO
99.	Van Ness Ave & Santa Monica Blvd	AM	0.717	C	0.725	C	0.008	NO
		PM	0.683	B	0.695	B	0.012	NO
100.	Wilton Pl & Santa Monica Blvd	AM	0.553	A	0.559	A	0.006	NO
		PM	0.619	B	0.629	B	0.010	NO

TABLE 9 (CONTINUED)
EXISTING WITH PROJECT CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
101.	Western Ave & Santa Monica Blvd	AM PM	0.756 0.786	C C	0.764 0.797	C C	0.008 0.011	NO NO
102.	US-101 SB On-ramp & Santa Monica Blvd	AM PM	0.367 0.437	A A	0.372 0.447	A A	0.005 0.010	NO NO
103.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM PM	0.433 0.529	A A	0.438 0.538	A A	0.005 0.009	NO NO
104.	Highland Ave & Willoughby Ave	AM PM	0.627 0.634	B B	0.636 0.643	B B	0.009 0.009	NO NO
105.	La Brea Ave & Melrose Ave	AM PM	0.748 0.763	C C	0.752 0.769	C C	0.004 0.006	NO NO
106.	Highland Ave & Melrose Ave	AM PM	0.979 0.974	E E	0.984 0.981	E E	0.005 0.007	NO NO
107.	Vine St & Melrose Ave	AM PM	0.786 0.839	C D	0.791 0.847	C D	0.005 0.008	NO NO
108.	Gower St & Melrose Ave	AM PM	0.722 0.823	C D	0.724 0.825	C D	0.002 0.002	NO NO
109.	Western Ave & Melrose Ave	AM PM	0.803 0.802	D D	0.807 0.805	D D	0.004 0.003	NO NO
110.	Highland Ave & Rosewood Ave	AM PM	0.549 0.617	A B	0.555 0.622	A B	0.006 0.005	NO NO
111.	Highland Ave & Beverly Blvd	AM PM	0.951 0.934	E E	0.956 0.941	E E	0.005 0.007	NO NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.

Chapter 6
Future with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to future cumulative (Future without Project) conditions. The analysis year of 2022 corresponds to the anticipated buildout year of the Project. All future cumulative traffic growth (i.e., ambient and related project traffic growth) and transportation infrastructure improvements described in Chapter 3 are incorporated into this analysis.

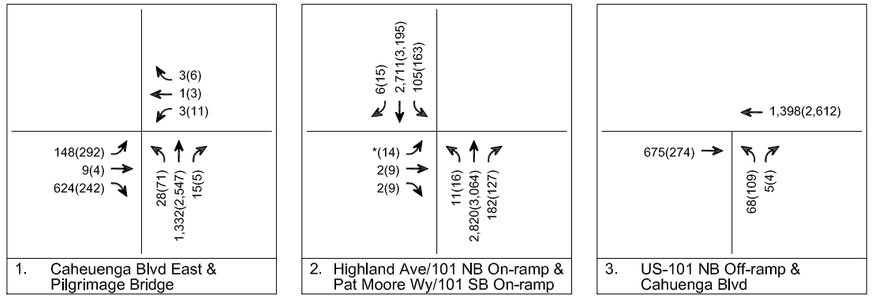
FUTURE WITH PROJECT TRAFFIC VOLUMES

The Project-only AM and PM peak hour traffic volumes described in Chapter 4 and shown in Figure 13 were added to the Future without Project AM and PM peak hour traffic volumes shown in Figure 7. The resulting volumes are illustrated in Figure 15 and represent Future with Project Conditions after development of the Project in the year 2022.

FUTURE WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 10 summarizes the results of the Future with Project Conditions during the weekday AM and PM peak hours for the 111 signalized study intersections. As shown in Table 10, 78 of the 111 signalized study intersections continue to operate at LOS D or better during both the AM and PM peak hours under Future with Project Conditions. The remaining 33 intersections operate at LOS E or F during at least one of the peak hours.

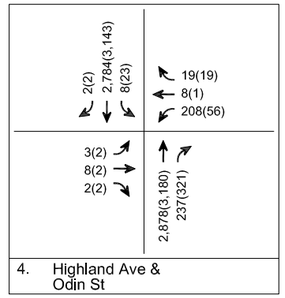
The detailed analysis of the 12 unsignalized study intersections is provided in Chapter 9.



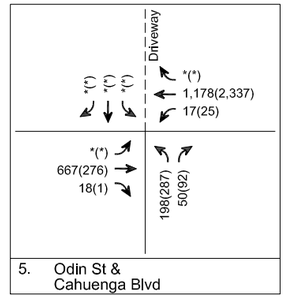
1. Caheuenga Blvd East & Pilgrimage Bridge

2. Highland Ave/101 NB On-ramp & Pat Moore Wy/101 SB On-ramp

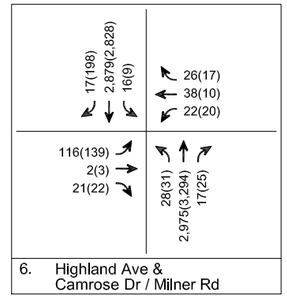
3. US-101 NB Off-ramp & Cahuenga Blvd



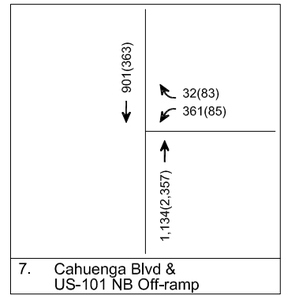
4. Highland Ave & Odin St



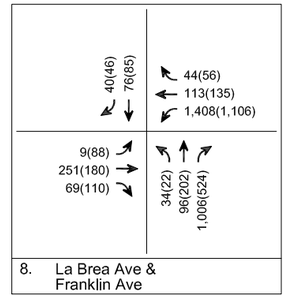
5. Odin St & Cahuenga Blvd



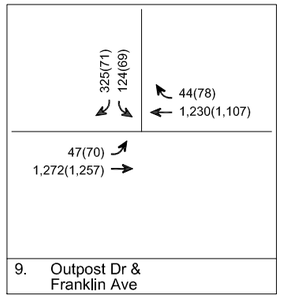
6. Highland Ave & Camrose Dr / Milner Rd



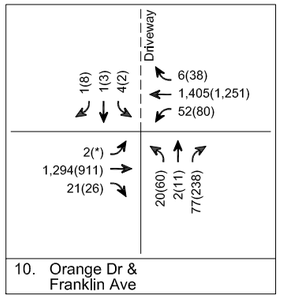
7. Cahuenga Blvd & US-101 NB Off-ramp



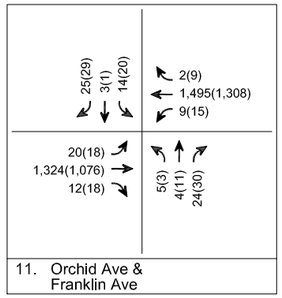
8. La Brea Ave & Franklin Ave



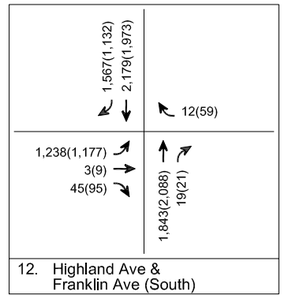
9. Outpost Dr & Franklin Ave



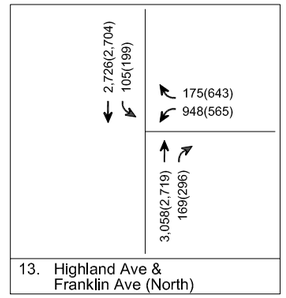
10. Orange Dr & Franklin Ave



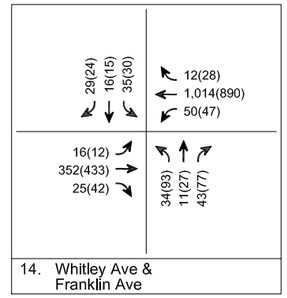
11. Orchid Ave & Franklin Ave



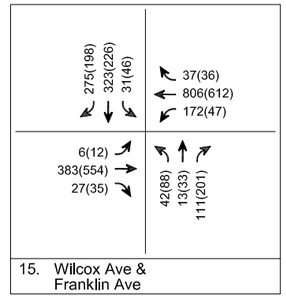
12. Highland Ave & Franklin Ave (South)



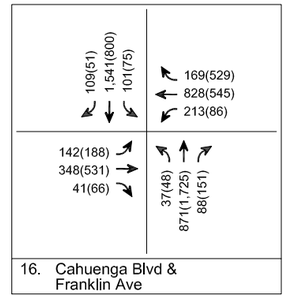
13. Highland Ave & Franklin Ave (North)



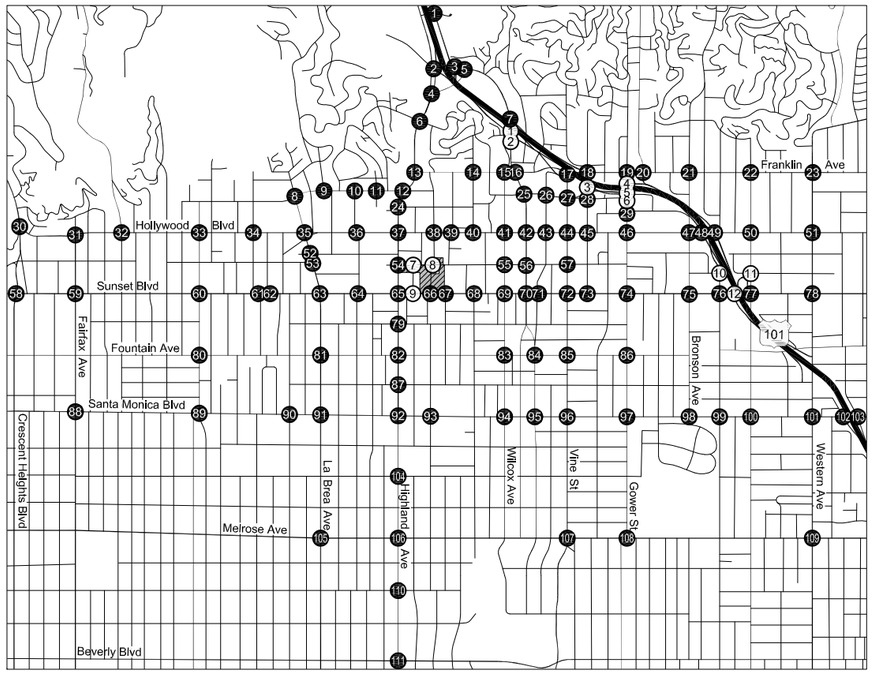
14. Whitley Ave & Franklin Ave

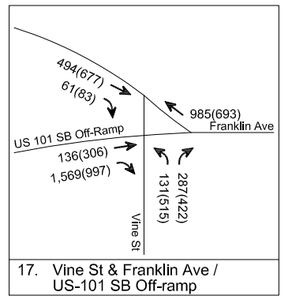


15. Wilcox Ave & Franklin Ave

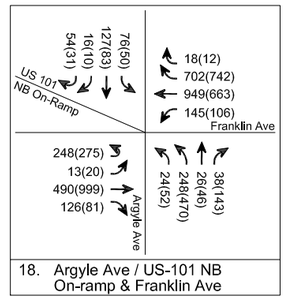


16. Cahuenga Blvd & Franklin Ave

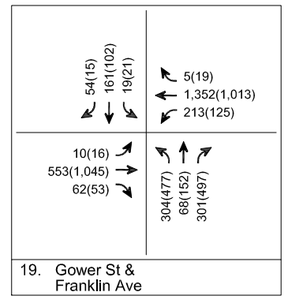




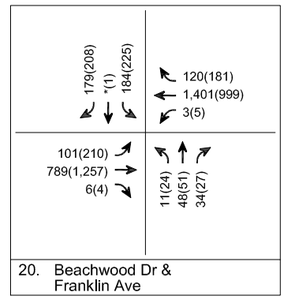
17. Vine St & Franklin Ave / US-101 SB Off-ramp



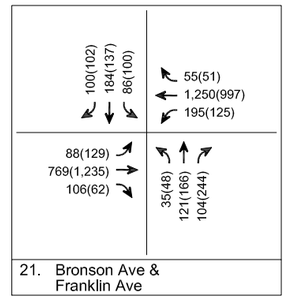
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave



19. Gower St & Franklin Ave



20. Beachwood Dr & Franklin Ave



21. Bronson Ave & Franklin Ave

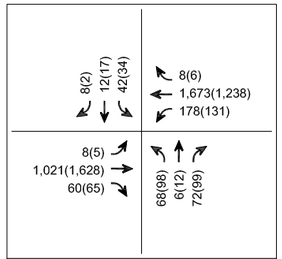
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

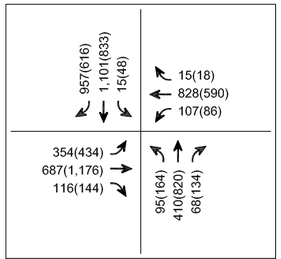
N
Not to Scale

FUTURE WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

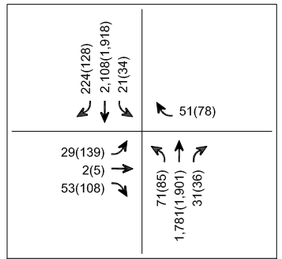
FIGURE 15



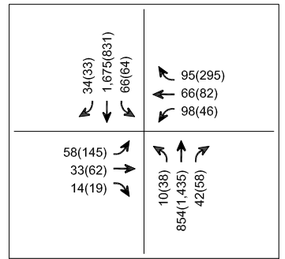
22. Wilton Pl & Franklin Ave



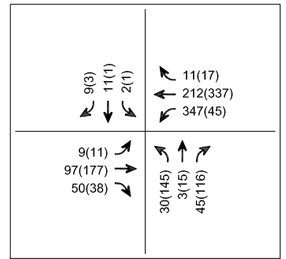
23. Western Ave & Franklin Ave



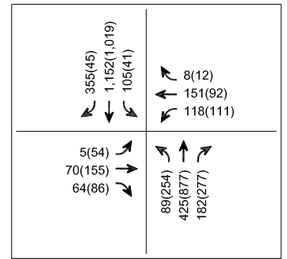
24. Highland Ave & Johnny Grant Way / Yucca St



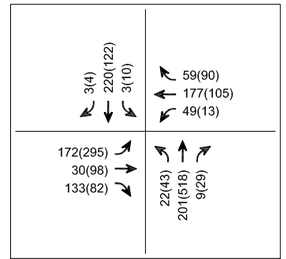
25. Cahuenga Blvd & Yucca St



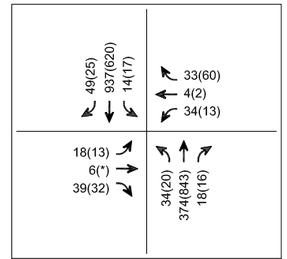
26. Ivar Ave & Yucca St



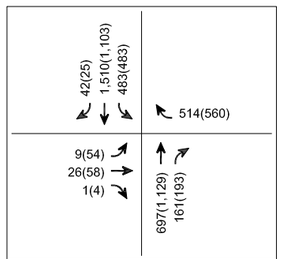
27. Vine St & Yucca St



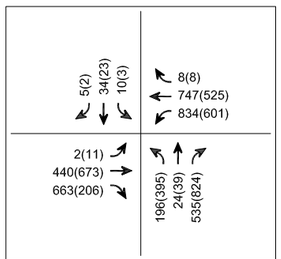
28. Argyle Ave & Yucca St



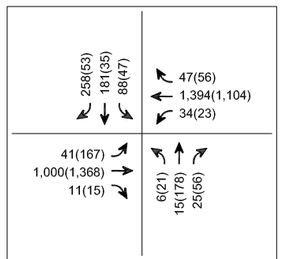
29. Gower St & Carlos Ave



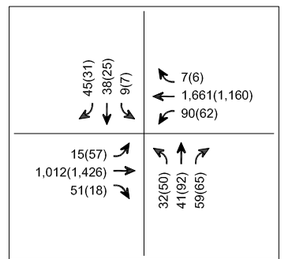
30. Laurel Canyon Blvd & Hollywood Blvd



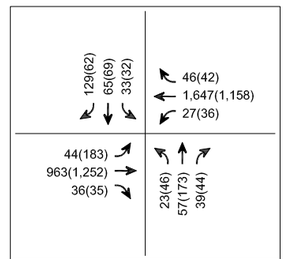
31. Fairfax Ave & Hollywood Blvd



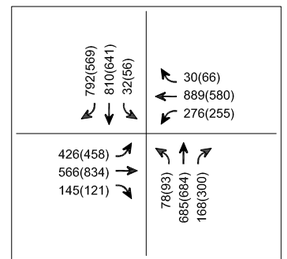
32. Nichols Canyon Rd / Genesee Ave & Hollywood Blvd



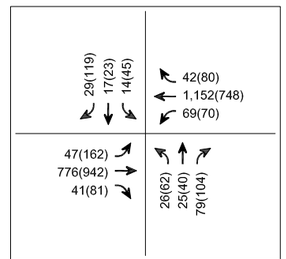
33. Gardner St & Hollywood Blvd



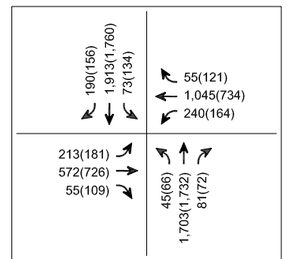
34. Fuller Ave & Hollywood Blvd



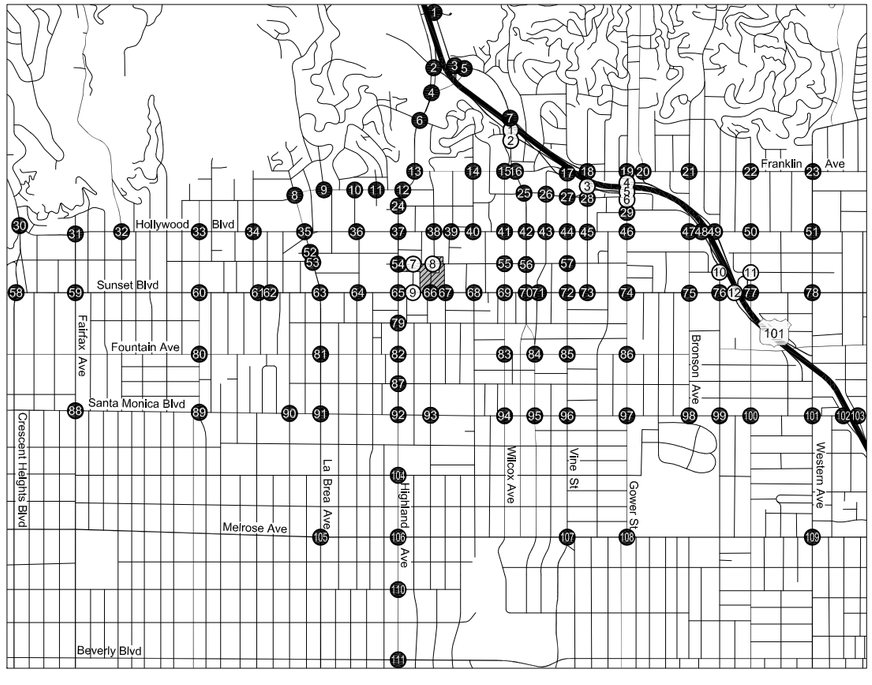
35. La Brea Ave & Hollywood Blvd

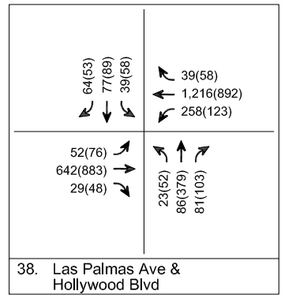


36. Orange Dr & Hollywood Blvd

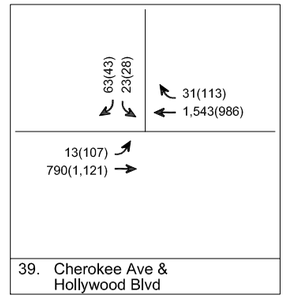


37. Highland Ave & Hollywood Blvd

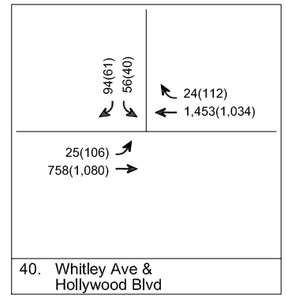




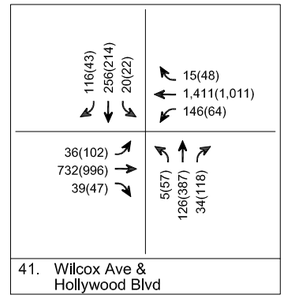
38. Las Palmas Ave & Hollywood Blvd



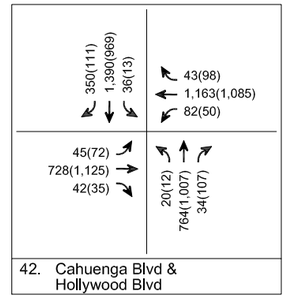
39. Cherokee Ave & Hollywood Blvd



40. Whitley Ave & Hollywood Blvd



41. Wilcox Ave & Hollywood Blvd



42. Cahuenga Blvd & Hollywood Blvd

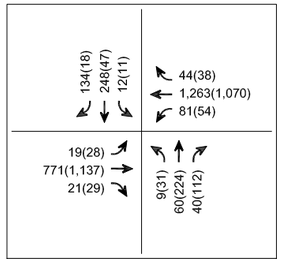
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

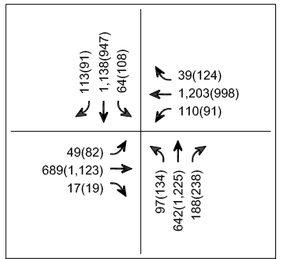
N
Not to Scale

FUTURE WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

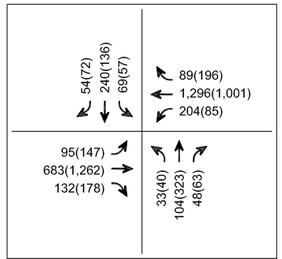
FIGURE
15 (CONT.)



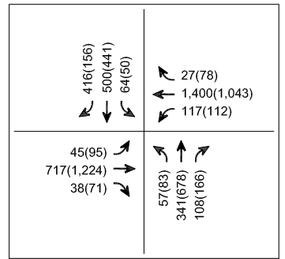
43. Ivar Ave & Hollywood Blvd



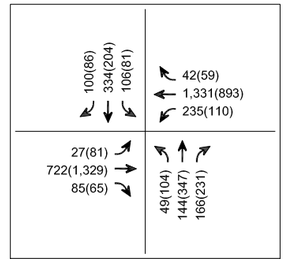
44. Vine St & Hollywood Blvd



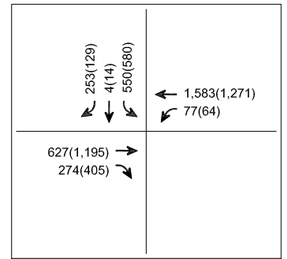
45. Argyle Ave & Hollywood Blvd



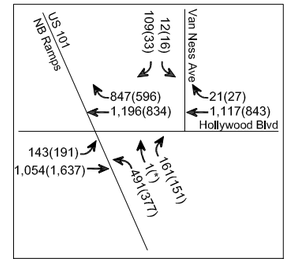
46. Gower St & Hollywood Blvd



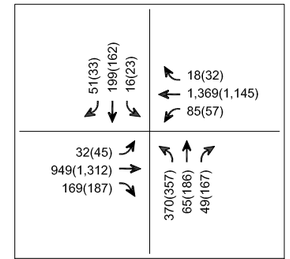
47. Bronson Ave & Hollywood Blvd



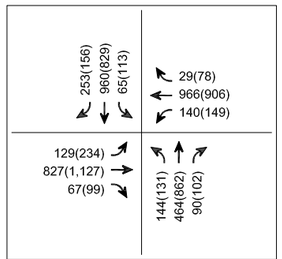
48. US-101 SB Ramps & Hollywood Blvd



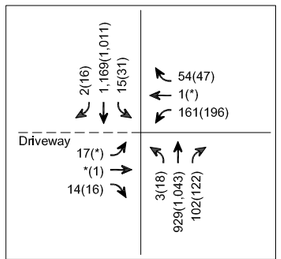
49. US-101 NB Ramps/Van Ness Ave & Hollywood Blvd



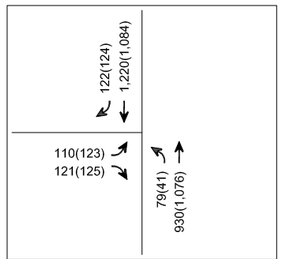
50. Wilton Pl & Hollywood Blvd



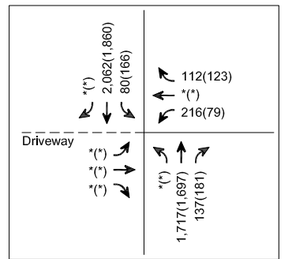
51. Western Ave & Hollywood Blvd



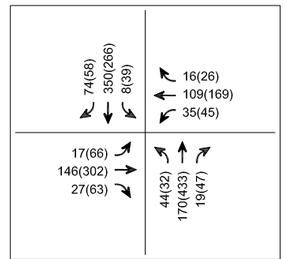
52. La Brea Ave & Hawthorn Ave (N)



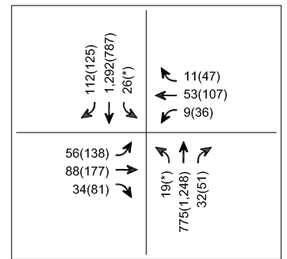
53. La Brea Ave & Hawthorn Ave (S)



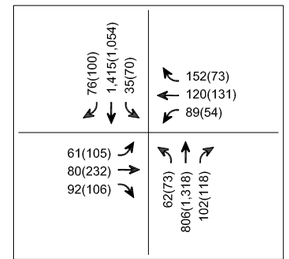
54. Highland Ave & Selma Ave



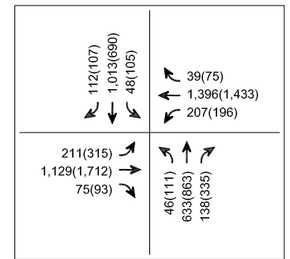
55. Wilcox Ave & Selma Ave



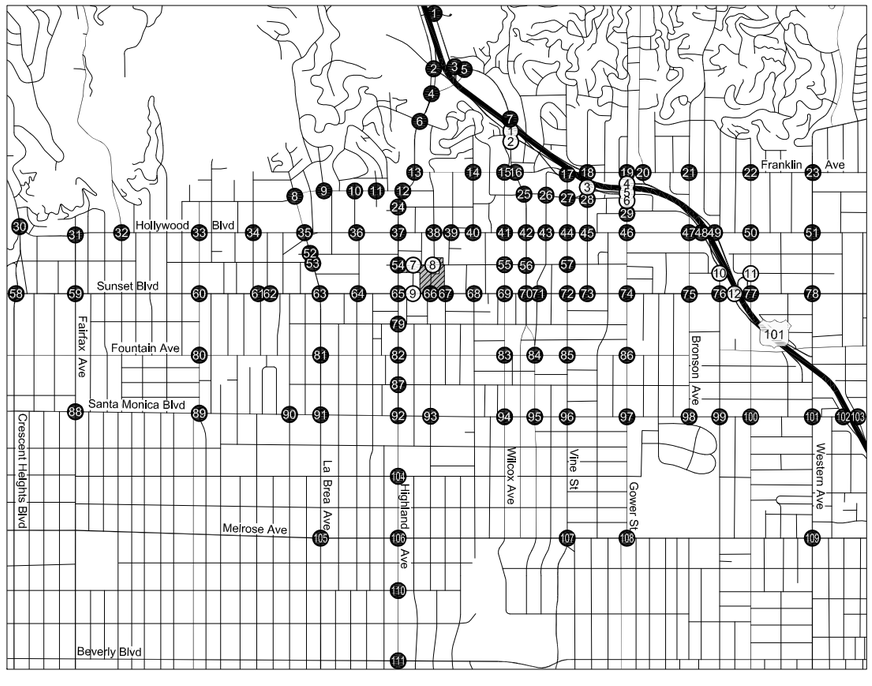
56. Caheuenga Blvd & Selma Ave

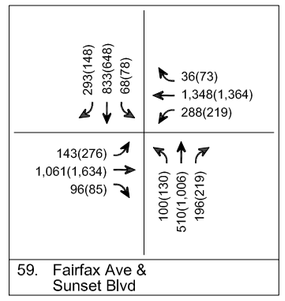


57. Vine St & Selma Ave

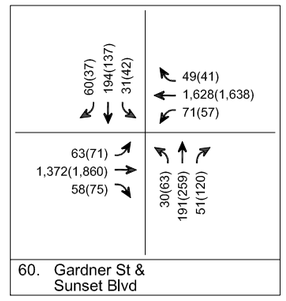


58. Crescent Heights Blvd & Sunset Blvd

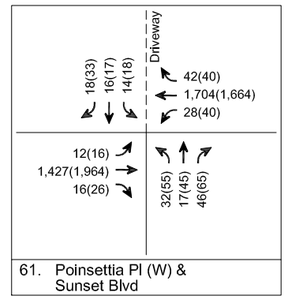




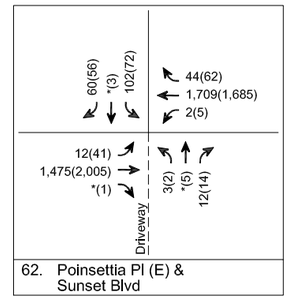
59. Fairfax Ave & Sunset Blvd



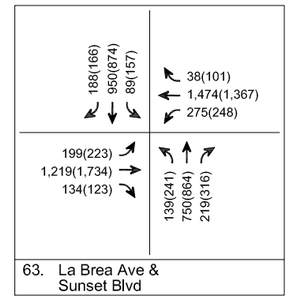
60. Gardner St & Sunset Blvd



61. Poinsettia Pl (W) & Sunset Blvd



62. Poinsettia Pl (E) & Sunset Blvd



63. La Brea Ave & Sunset Blvd

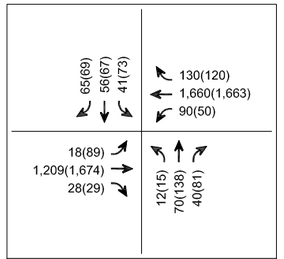
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

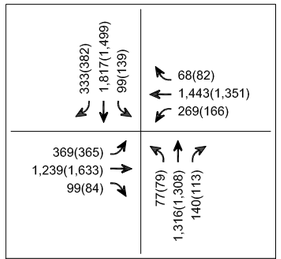
N
Not to Scale

FUTURE WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

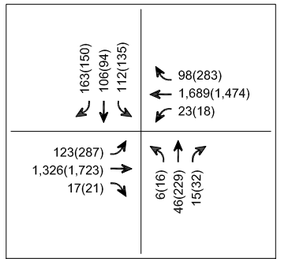
FIGURE
15 (CONT.)



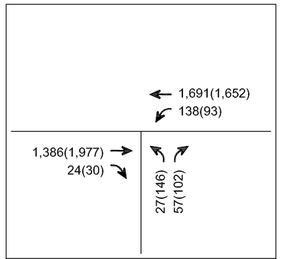
64. Orange Dr & Sunset Blvd



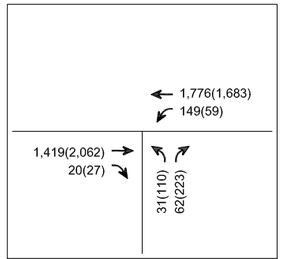
65. Highland Ave & Sunset Blvd



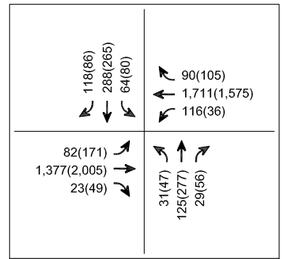
66. Las Palmas Ave & Sunset Blvd



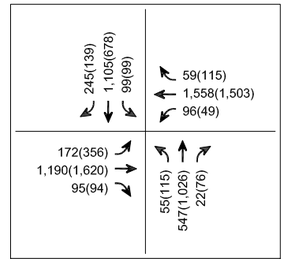
67. Cherokee Ave & Sunset Blvd



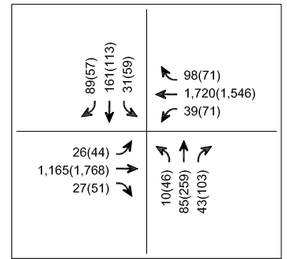
68. Seward St & Sunset Blvd



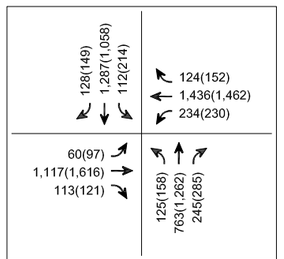
69. Wilcox Ave & Sunset Blvd



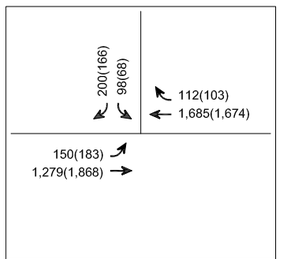
70. Cahuenga Blvd & Sunset Blvd



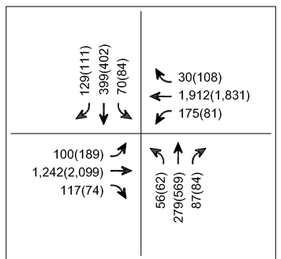
71. Ivar Ave & Sunset Blvd



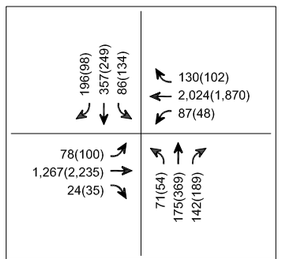
72. Vine St & Sunset Blvd



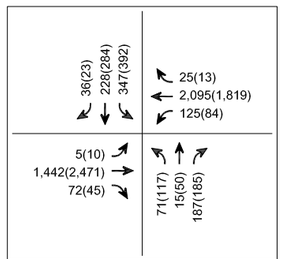
73. Argyle Ave & Sunset Blvd



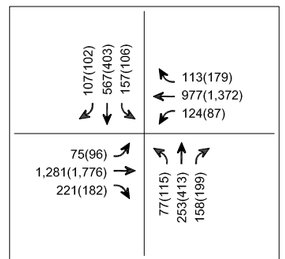
74. Gower St & Sunset Blvd



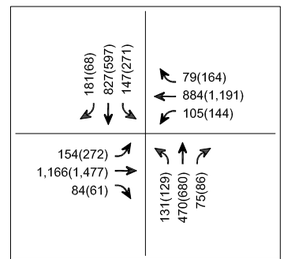
75. Bronson Ave & Sunset Blvd



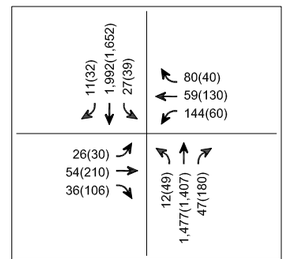
76. Van Ness Ave & Sunset Blvd



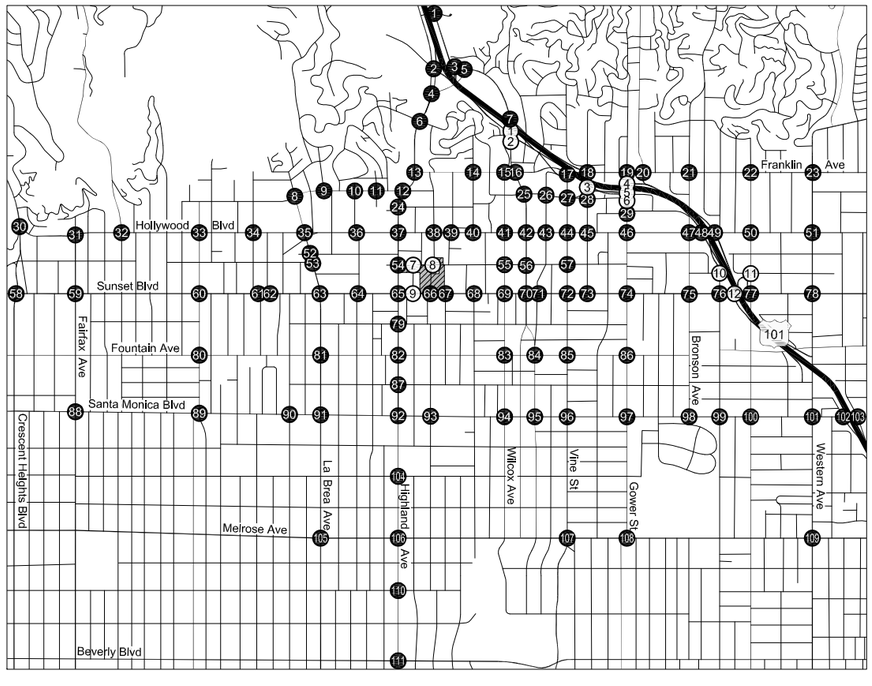
77. Wilton Pl & Sunset Blvd

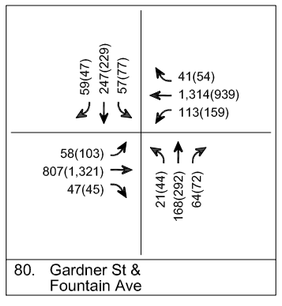


78. Western Ave & Sunset Blvd

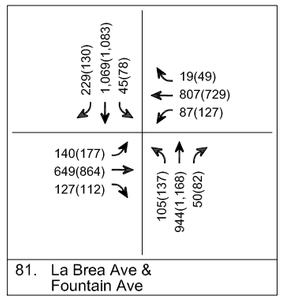


79. Highland Ave & De Longpre Ave

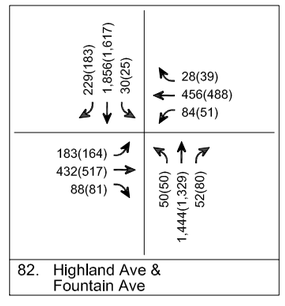




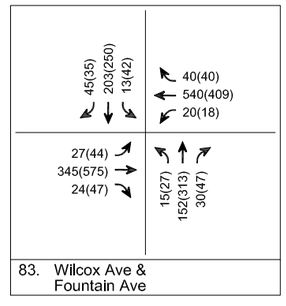
80. Gardner St & Fountain Ave



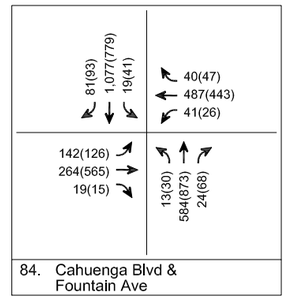
81. La Brea Ave & Fountain Ave



82. Highland Ave & Fountain Ave



83. Wilcox Ave & Fountain Ave



84. Cahuenga Blvd & Fountain Ave

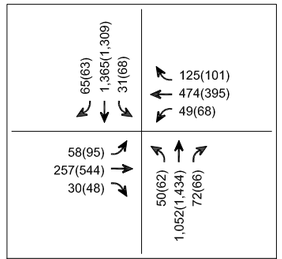
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

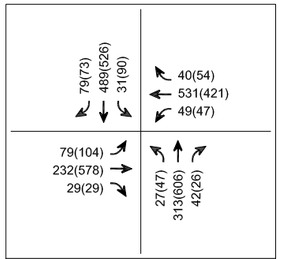
N
Not to Scale

FUTURE WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

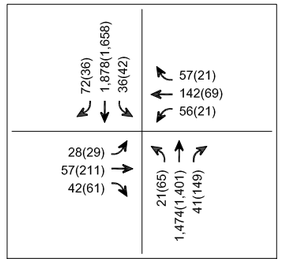
FIGURE
15 (CONT.)



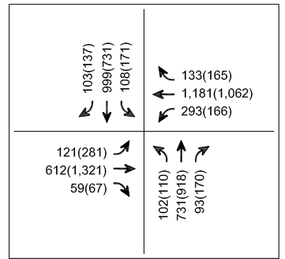
85. Vine St & Fountain Ave



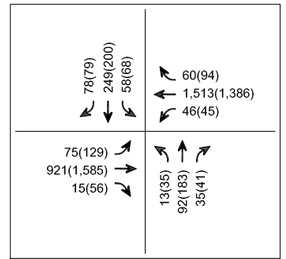
86. Gower St & Fountain Ave



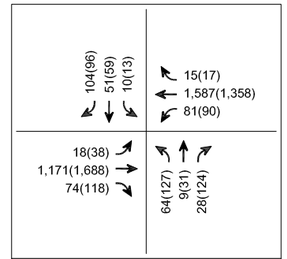
87. Highland Ave & Lexington Ave



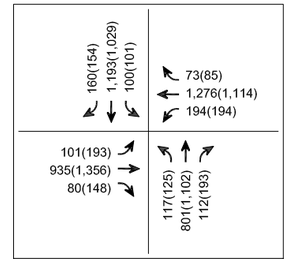
88. Fairfax Ave & Santa Monica Blvd



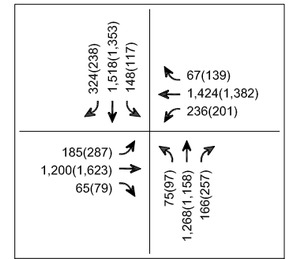
89. Gardner St & Santa Monica Blvd



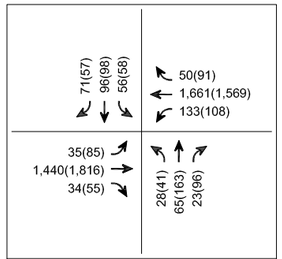
90. Formosa Ave & Santa Monica Blvd



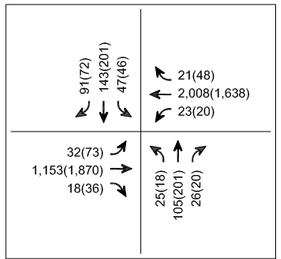
91. La Brea Ave & Santa Monica Blvd



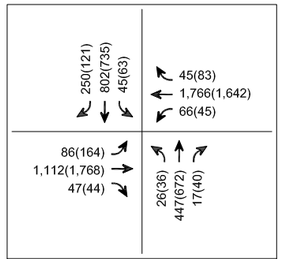
92. Highland Ave & Santa Monica Blvd



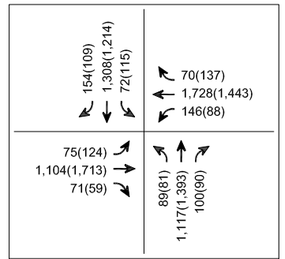
93. Las Palmas Ave & Santa Monica Blvd



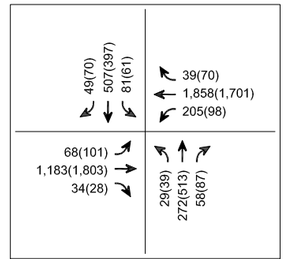
94. Wilcox Ave & Santa Monica Blvd



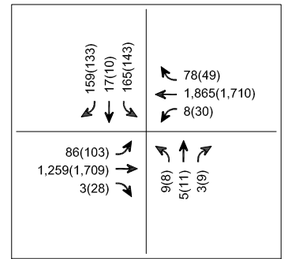
95. Cahuenga Blvd & Santa Monica Blvd



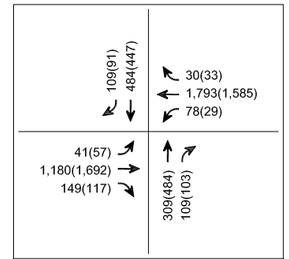
96. Vine St & Santa Monica Blvd



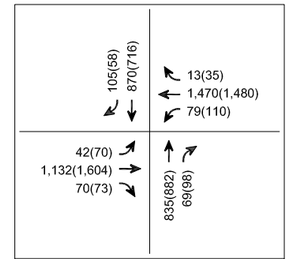
97. Gower St & Santa Monica Blvd



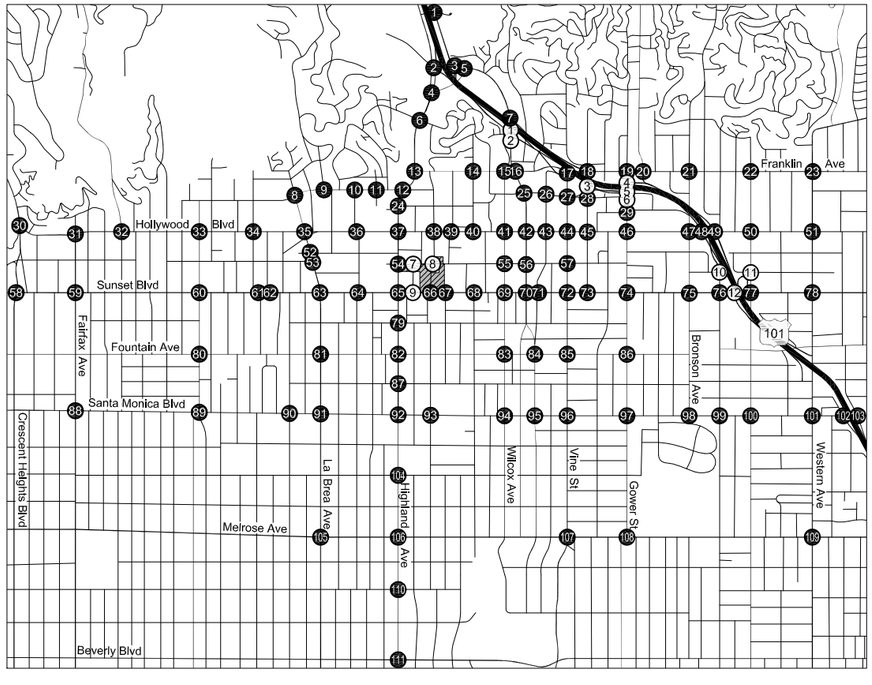
98. Bronson Ave & Santa Monica Blvd

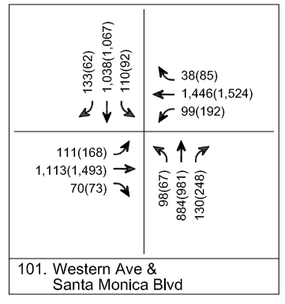


99. Van Ness Ave & Santa Monica Blvd

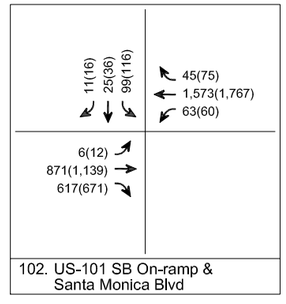


100. Wilton Pl & Santa Monica Blvd

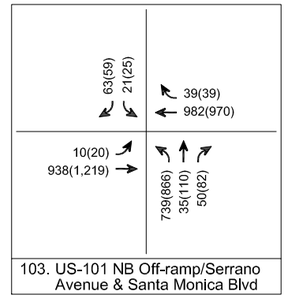




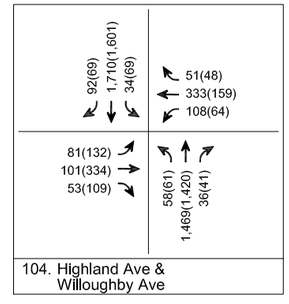
101. Western Ave & Santa Monica Blvd



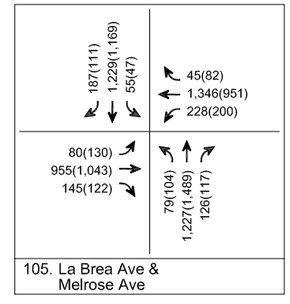
102. US-101 SB On-ramp & Santa Monica Blvd



103. US-101 NB Off-ramp/Serrano Avenue & Santa Monica Blvd



104. Highland Ave & Willoughby Ave



105. La Brea Ave & Melrose Ave

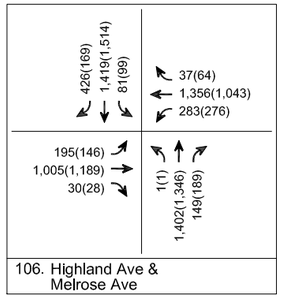
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

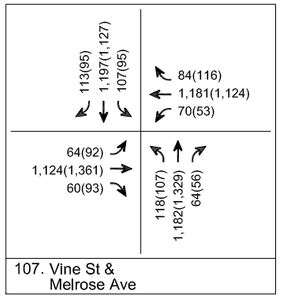
N
Not to Scale

FUTURE WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

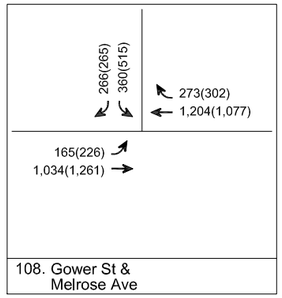
FIGURE
15 (CONT.)



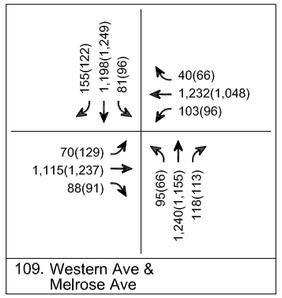
106. Highland Ave & Melrose Ave



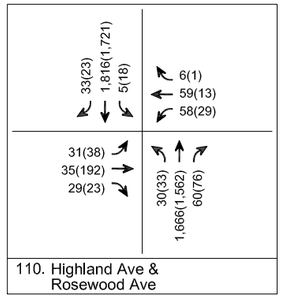
107. Vine St & Melrose Ave



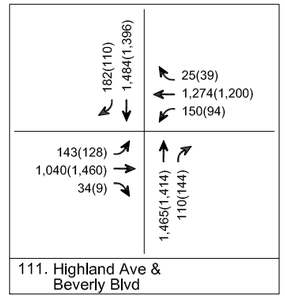
108. Gower St & Melrose Ave



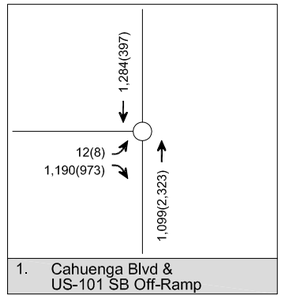
109. Western Ave & Melrose Ave



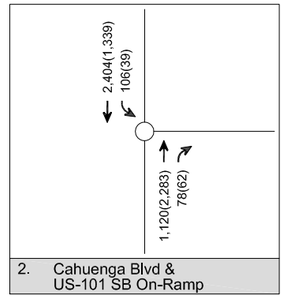
110. Highland Ave & Rosewood Ave



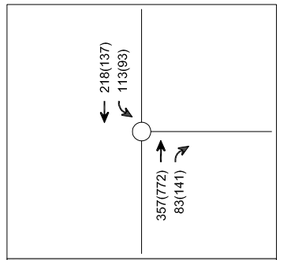
111. Highland Ave & Beverly Blvd



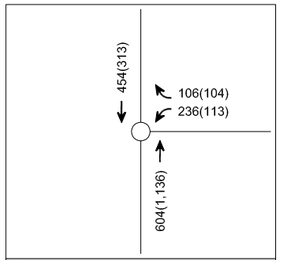
1. Cahuenga Blvd & US-101 SB Off-Ramp



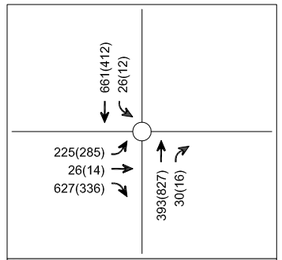
2. Cahuenga Blvd & US-101 SB On-Ramp



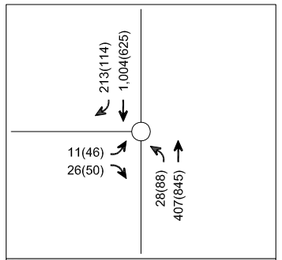
3. Argyle Ave & US-101 SB On-Ramp



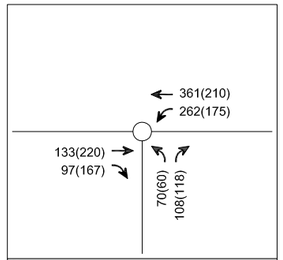
4. Gower St & US-101 NB Off-Ramp



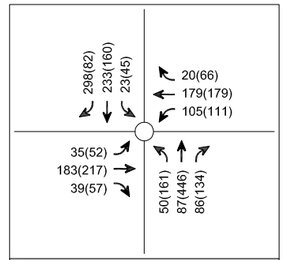
5. Gower St & US-101 SB Off-Ramp / Yucca St



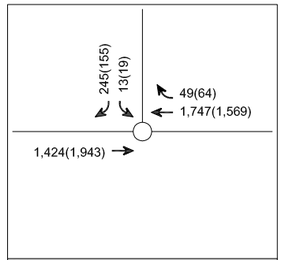
6. Gower St & Yucca St



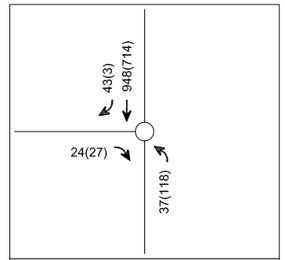
7. McCadden Pl (West) & Selma Ave



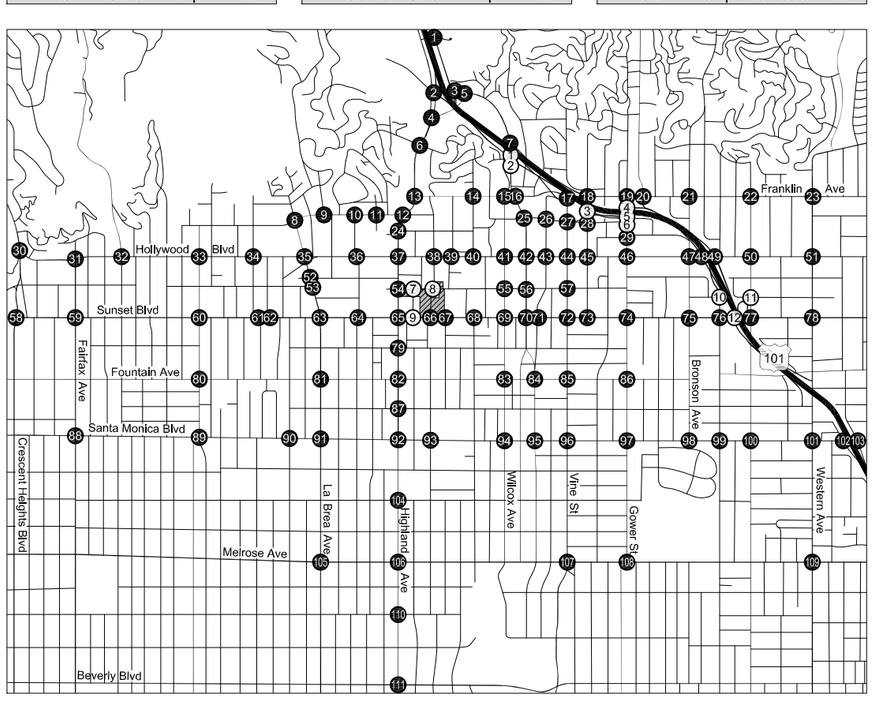
8. Las Palmas Ave & Selma Ave

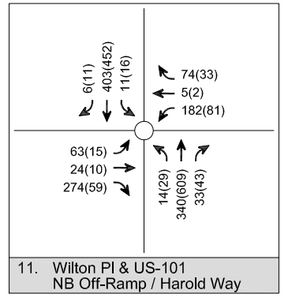


9. McCadden Pl (East) & Sunset Blvd

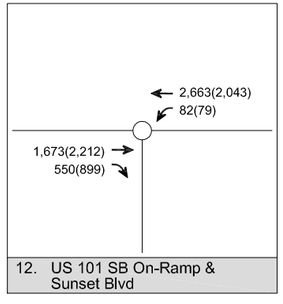


10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way





11. Wilton Pl & US-101 NB Off-Ramp / Harold Way



12. US 101 SB On-Ramp & Sunset Blvd

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 (CONT.)

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Caheuenga Blvd East &	AM	0.615	B	0.620	B	0.005	NO
	Pilgrimage Bridge	PM	0.683	B	0.687	B	0.004	NO
2.	Highland Ave / US-101 NB On-ramp &	AM	0.536	A	0.543	A	0.007	NO
	Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	PM	0.659	B	0.668	B	0.009	NO
3.	US-101 NB Off-ramp &	AM	0.409	A	0.415	A	0.006	NO
	Cahuenga Blvd	PM	0.840	D	0.846	D	0.006	NO
4.	Highland Ave &	AM	0.753	C	0.759	C	0.006	NO
	Odin St	PM	0.723	C	0.730	C	0.007	NO
5.	Odin St &	AM	0.478	A	0.480	A	0.002	NO
	Cahuenga Blvd	PM	0.847	D	0.854	D	0.007	NO
6.	Highland Ave &	AM	0.702	C	0.710	C	0.008	NO
	Camrose Dr / Milner Rd	PM	0.757	C	0.767	C	0.010	NO
7.	Cahuenga Blvd &	AM	0.400	A	0.409	A	0.009	NO
	US-101 NB Off-ramp	PM	0.731	C	0.742	C	0.011	NO
8.	La Brea Ave &	AM	0.631	B	0.637	B	0.006	NO
	Franklin Ave	PM	0.532	A	0.538	A	0.006	NO
9.	Outpost Dr &	AM	0.715	C	0.717	C	0.002	NO
	Franklin Ave	PM	0.548	A	0.553	A	0.005	NO
10.	Orange Dr &	AM	0.542	A	0.545	A	0.003	NO
	Franklin Ave	PM	0.641	B	0.644	B	0.003	NO
11.	Orchid Ave &	AM	0.462	A	0.462	A	0.000	NO
	Franklin Ave	PM	0.424	A	0.424	A	0.000	NO
12.	Highland Ave &	AM	1.160	F *	1.160	F *	0.000	NO
	Franklin Ave (South)	PM	0.892	F *	0.892	F *	0.000	NO
13.	Highland Ave &	AM	1.046	F *	1.054	F *	0.008	NO
	Franklin Ave (North)	PM	0.976	F *	0.987	F *	0.011	**YES**
14.	Whitley Ave &	AM	0.705	C	0.710	C	0.005	NO
	Franklin Ave	PM	0.691	B	0.703	C	0.012	NO
15.	Wilcox Ave &	AM	0.907	E	0.913	E	0.006	NO
	Franklin Ave	PM	0.698	B	0.712	C	0.014	NO
16.	Cahuenga Blvd &	AM	1.073	F	1.085	F	0.012	**YES**
	Franklin Ave	PM	0.992	E	1.014	F	0.022	**YES**
17.	Vine St &	AM	0.363	A	0.368	A	0.005	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.437	A	0.444	A	0.007	NO
18.	Argyle Ave / US-101 NB On-ramp &	AM	0.869	D	0.877	D	0.008	NO
	Franklin Ave	PM	0.909	E	0.915	E	0.006	NO
19.	Gower St &	AM	0.678	B	0.685	B	0.007	NO
	Franklin Ave	PM	0.761	C	0.775	C	0.014	NO
20.	Beachwood Dr &	AM	0.694	B	0.699	B	0.005	NO
	Franklin Ave	PM	0.682	B	0.691	B	0.009	NO
21.	Bronson Ave &	AM	0.660	B	0.664	B	0.004	NO
	Franklin Ave	PM	0.783	C	0.788	C	0.005	NO
22.	Wilton Pl &	AM	0.589	A	0.591	A	0.002	NO
	Franklin Ave	PM	0.710	C	0.714	C	0.004	NO
23.	Western Ave &	AM	0.932	E	0.934	E	0.002	NO
	Franklin Ave	PM	0.829	D	0.831	D	0.002	NO
24.	Highland Ave &	AM	0.474	A	0.483	A	0.009	NO
	Johnny Grant Way / Yucca St	PM	0.487	A	0.501	A	0.014	NO
25.	Cahuenga Blvd &	AM	0.591	A	0.601	B	0.010	NO
	Yucca St	PM	0.701	C	0.713	C	0.012	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
26.	Ivar Ave &	AM	0.249	A	0.249	A	0.000	NO
	Yucca St	PM	0.315	A	0.317	A	0.002	NO
27.	Vine St &	AM	0.583	A	0.587	A	0.004	NO
	Yucca St	PM	0.594	A	0.601	B	0.007	NO
28.	Argyle Ave &	AM	0.259	A	0.261	A	0.002	NO
	Yucca St	PM	0.427	A	0.430	A	0.003	NO
29.	Gower St &	AM	0.372	A	0.374	A	0.002	NO
	Carlos Ave	PM	0.294	A	0.298	A	0.004	NO
30.	Laurel Canyon Blvd &	AM	0.562	A	0.565	A	0.003	NO
	Hollywood Blvd	PM	0.776	C	0.784	C	0.008	NO
31.	Fairfax Ave &	AM	1.054	F	1.054	F	0.000	NO
	Hollywood Blvd	PM	0.924	E	0.927	E	0.003	NO
32.	Nichols Canyon Rd / Genessee Ave &	AM	0.761	C	0.763	C	0.002	NO
	Hollywood Blvd	PM	0.597	A	0.599	A	0.002	NO
33.	Gardner St &	AM	0.553	A	0.560	A	0.007	NO
	Hollywood Blvd	PM	0.555	A	0.565	A	0.010	NO
34.	Fuller Ave &	AM	0.639	B	0.645	B	0.006	NO
	Hollywood Blvd	PM	0.596	A	0.605	B	0.009	NO
35.	La Brea Ave &	AM	1.128	F *	1.139	F *	0.011	**YES**
	Hollywood Blvd	PM	0.925	F *	0.938	F *	0.013	**YES**
36.	Orange Dr &	AM	0.413	A	0.428	A	0.015	NO
	Hollywood Blvd	PM	0.423	A	0.447	A	0.024	NO
37.	Highland Ave &	AM	0.948	F *	0.978	F *	0.030	**YES**
	Hollywood Blvd	PM	0.814	F *	0.833	F *	0.019	**YES**
38.	Las Palmas Ave &	AM	0.477	A	0.506	A	0.029	NO
	Hollywood Blvd	PM	0.609	B	0.687	B	0.078	NO
39.	Cherokee Ave &	AM	0.480	A	0.491	A	0.011	NO
	Hollywood Blvd	PM	0.365	A	0.385	A	0.020	NO
40.	Whitley Ave &	AM	0.497	A	0.509	A	0.012	NO
	Hollywood Blvd	PM	0.398	A	0.420	A	0.022	NO
41.	Wilcox Ave &	AM	0.652	B	0.664	B	0.012	NO
	Hollywood Blvd	PM	0.650	B	0.673	B	0.023	NO
42.	Cahuenga Blvd &	AM	0.941	F *	0.959	F *	0.018	**YES**
	Hollywood Blvd	PM	0.668	F *	0.691	F *	0.023	**YES**
43.	Ivar Ave &	AM	0.608	B	0.617	B	0.009	NO
	Hollywood Blvd	PM	0.563	A	0.577	A	0.014	NO
44.	Vine St &	AM	0.864	F *	0.878	F *	0.014	**YES**
	Hollywood Blvd	PM	0.842	F *	0.864	F *	0.022	**YES**
45.	Argyle Ave &	AM	0.596	A	0.607	B	0.011	NO
	Hollywood Blvd	PM	0.630	B	0.651	B	0.021	NO
46.	Gower St &	AM	0.763	C	0.777	C	0.014	NO
	Hollywood Blvd	PM	0.727	C	0.756	C	0.029	NO
47.	Bronson Ave &	AM	0.682	B	0.698	B	0.016	NO
	Hollywood Blvd	PM	0.711	C	0.723	C	0.012	NO
48.	US-101 SB Ramps &	AM	0.732	C	0.739	C	0.007	NO
	Hollywood Blvd	PM	0.613	B	0.619	B	0.006	NO
49.	US-101 NB Ramps / Van Ness Ave &	AM	0.856	D	0.861	D	0.005	NO
	Hollywood Blvd	PM	0.629	B	0.643	B	0.014	NO
50.	Wilton Pl &	AM	0.896	D	0.901	E	0.005	NO
	Hollywood Blvd	PM	0.928	E	0.934	E	0.006	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
51.	Western Ave &	AM	0.885	D	0.891	D	0.006	NO
	Hollywood Blvd	PM	0.903	E	0.908	E	0.005	NO
52.	La Brea Ave &	AM	0.447	A	0.447	A	0.000	NO
	Hawthorn Ave (North)	PM	0.471	A	0.471	A	0.000	NO
53.	La Brea Ave &	AM	0.554	A	0.554	A	0.000	NO
	Hawthorn Ave (South)	PM	0.495	A	0.495	A	0.000	NO
54.	Highland Ave &	AM	0.525	A	0.584	A	0.059	NO
	Selma Ave	PM	0.427	A	0.563	A	0.136	NO
55.	Wilcox Ave &	AM	0.291	A	0.362	A	0.071	NO
	Selma Avenue	PM	0.493	A	0.563	A	0.070	NO
56.	Caheuenga Blvd &	AM	0.464	A	0.540	A	0.076	NO
	Selma Ave	PM	0.554	A	0.621	B	0.067	NO
57.	Vine St &	AM	0.629	B	0.661	B	0.032	NO
	Selma Ave	PM	0.621	B	0.647	B	0.026	NO
58.	Crescent Heights Blvd &	AM	0.835	D	0.844	D	0.009	NO
	Sunset Blvd	PM	0.874	D	0.885	D	0.011	NO
59.	Fairfax Ave &	AM	0.758	C	0.766	C	0.008	NO
	Sunset Blvd	PM	0.884	D	0.899	D	0.015	NO
60.	Gardner St &	AM	0.511	A	0.525	A	0.014	NO
	Sunset Blvd	PM	0.669	B	0.691	B	0.022	NO
61.	Poinsettia Pl (West) &	AM	0.356	A	0.369	A	0.013	NO
	Sunset Blvd	PM	0.474	A	0.491	A	0.017	NO
62.	Poinsettia Pl (East) &	AM	0.393	A	0.407	A	0.014	NO
	Sunset Blvd	PM	0.419	A	0.438	A	0.019	NO
63.	La Brea Ave &	AM	0.774	F *	0.805	F *	0.031	**YES**
	Sunset Blvd	PM	0.916	F *	0.959	F *	0.043	**YES**
64.	Orange Dr &	AM	0.407	A	0.426	A	0.019	NO
	Sunset Blvd	PM	0.539	A	0.560	A	0.021	NO
65.	Highland Ave &	AM	1.066	F *	1.112	F *	0.046	**YES**
	Sunset Blvd	PM	0.965	F *	1.027	F *	0.062	**YES**
66.	Las Palmas Ave &	AM	0.567	A	0.598	A	0.031	NO
	Sunset Boulevard	PM	0.722	C	0.802	D	0.080	**YES**
67.	Cherokee Ave &	AM	0.338	A	0.361	A	0.023	NO
	Sunset Blvd	PM	0.547	A	0.573	A	0.026	NO
68.	Seward St &	AM	0.358	A	0.381	A	0.023	NO
	Sunset Blvd	PM	0.599	A	0.625	B	0.026	NO
69.	Wilcox Ave &	AM	0.624	B	0.646	B	0.022	NO
	Sunset Blvd	PM	0.630	B	0.663	B	0.033	NO
70.	Cahuenga Blvd &	AM	0.875	F *	0.911	F *	0.036	**YES**
	Sunset Blvd	PM	0.951	F *	0.984	F *	0.033	**YES**
71.	Ivar Ave &	AM	0.479	A	0.495	A	0.016	NO
	Sunset Blvd	PM	0.641	B	0.663	B	0.022	NO
72.	Vine St &	AM	0.927	F *	0.974	F *	0.047	**YES**
	Sunset Blvd	PM	1.072	F *	1.103	F *	0.031	**YES**
73.	Argyle Ave &	AM	0.587	A	0.598	A	0.011	NO
	Sunset Blvd	PM	0.549	A	0.573	A	0.024	NO
74.	Gower St &	AM	0.819	D	0.834	D	0.015	NO
	Sunset Blvd	PM	0.981	E	1.003	F	0.022	**YES**
75.	Bronson Ave &	AM	0.835	D	0.847	D	0.012	NO
	Sunset Blvd	PM	0.757	C	0.772	C	0.015	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
76.	Van Ness Ave & Sunset Blvd	AM	0.734	C	0.741	C	0.007	NO
		PM	0.923	E	0.933	E	0.010	**YES**
77.	Wilton Pl & Sunset Blvd	AM	0.587	A	0.593	A	0.006	NO
		PM	0.687	B	0.696	B	0.009	NO
78.	Western Ave & Sunset Blvd	AM	0.734	C	0.741	C	0.007	NO
		PM	0.867	D	0.871	D	0.004	NO
79.	Highland Ave & De Longpre Ave	AM	0.547	A	0.559	A	0.012	NO
		PM	0.566	A	0.577	A	0.011	NO
80. [a]	Gardner St & Fountain Ave	AM	0.644	B	0.647	B	0.003	NO
		PM	0.779	C	0.785	C	0.006	NO
81. [a]	La Brea Ave & Fountain Ave	AM	0.893	D	0.903	E	0.010	**YES**
		PM	0.883	D	0.897	D	0.014	NO
82.	Highland Ave & Fountain Ave	AM	0.825	D	0.841	D	0.016	NO
		PM	0.775	C	0.794	C	0.019	NO
83.	Wilcox Ave & Fountain Ave	AM	0.487	A	0.493	A	0.006	NO
		PM	0.583	A	0.593	A	0.010	NO
84.	Cahuenga Blvd & Fountain Ave	AM	0.769	C	0.793	C	0.024	NO
		PM	0.751	C	0.769	C	0.018	NO
85.	Vine St & Fountain Ave	AM	0.829	D	0.848	D	0.019	NO
		PM	0.858	D	0.885	D	0.027	**YES**
86.	Gower St & Fountain Ave	AM	0.755	C	0.763	C	0.008	NO
		PM	0.875	D	0.887	D	0.012	NO
87.	Highland Ave & Lexington Ave	AM	0.523	A	0.536	A	0.013	NO
		PM	0.523	A	0.535	A	0.012	NO
88. [a]	Fairfax Ave & Santa Monica Blvd	AM	0.965	E	0.971	E	0.006	NO
		PM	1.034	F	1.039	F	0.005	NO
89. [a]	Gardner St & Santa Monica Blvd	AM	0.723	C	0.731	C	0.008	NO
		PM	0.710	C	0.719	C	0.009	NO
90. [a]	Formosa Ave & Santa Monica Blvd	AM	0.656	B	0.665	B	0.009	NO
		PM	0.821	D	0.834	D	0.013	NO
91. [a]	La Brea Ave & Santa Monica Blvd	AM	0.889	D	0.907	E	0.018	**YES**
		PM	0.987	E	1.006	F	0.019	**YES**
92.	Highland Ave & Santa Monica Blvd	AM	1.015	F	1.037	F	0.022	**YES**
		PM	1.065	F	1.078	F	0.013	**YES**
93.	Las Palmas Ave & Santa Monica Blvd	AM	0.651	B	0.661	B	0.010	NO
		PM	0.821	D	0.835	D	0.014	NO
94.	Wilcox Ave & Santa Monica Blvd	AM	0.801	D	0.802	D	0.001	NO
		PM	0.771	C	0.773	C	0.002	NO
95.	Cahuenga Blvd & Santa Monica Blvd	AM	0.941	E	0.959	E	0.018	**YES**
		PM	1.213	F	1.241	F	0.028	**YES**
96.	Vine St & Santa Monica Blvd	AM	1.079	F	1.096	F	0.017	**YES**
		PM	1.061	F	1.091	F	0.030	**YES**
97.	Gower St & Santa Monica Blvd	AM	0.956	E	0.968	E	0.012	**YES**
		PM	1.000	E	1.017	F	0.017	**YES**
98.	Bronson Ave & Santa Monica Blvd	AM	0.772	C	0.778	C	0.006	NO
		PM	0.697	B	0.710	C	0.013	NO
99.	Van Ness Ave & Santa Monica Blvd	AM	0.922	E	0.931	E	0.009	NO
		PM	0.901	E	0.914	E	0.013	**YES**
100.	Wilton Pl & Santa Monica Blvd	AM	0.741	C	0.748	C	0.007	NO
		PM	0.849	D	0.859	D	0.010	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
101.	Western Ave &	AM	1.009	F	1.018	F	0.009	NO
	Santa Monica Blvd	PM	1.051	F	1.067	F	0.016	**YES**
102.	US-101 SB On-ramp &	AM	0.529	A	0.533	A	0.004	NO
	Santa Monica Blvd	PM	0.624	B	0.634	B	0.010	NO
103.	US-101 NB Off-ramp / Serrano Ave &	AM	0.608	B	0.614	B	0.006	NO
	Santa Monica Blvd	PM	0.749	C	0.758	C	0.009	NO
104.	Highland Ave &	AM	0.713	C	0.721	C	0.008	NO
	Willoughby Ave	PM	0.728	C	0.738	C	0.010	NO
105.	La Brea Ave &	AM	0.828	D	0.833	D	0.005	NO
	Melrose Ave	PM	0.852	D	0.858	D	0.006	NO
106.	Highland Ave &	AM	1.123	F	1.129	F	0.006	NO
	Melrose Ave	PM	1.125	F	1.132	F	0.007	NO
107.	Vine St &	AM	0.875	D	0.880	D	0.005	NO
	Melrose Ave	PM	0.938	E	0.945	E	0.007	NO
108.	Gower St &	AM	0.786	C	0.787	C	0.001	NO
	Melrose Ave	PM	0.901	E	0.904	E	0.003	NO
109.	Western Ave &	AM	0.882	D	0.885	D	0.003	NO
	Melrose Ave	PM	0.905	E	0.908	E	0.003	NO
110.	Highland Ave &	AM	0.644	B	0.649	B	0.005	NO
	Rosewood Ave	PM	0.723	C	0.727	C	0.004	NO
111.	Highland Ave &	AM	1.035	F	1.041	F	0.006	NO
	Beverly Blvd	PM	1.021	F	1.028	F	0.007	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.

Chapter 7
Traffic Impact Analysis

The relative impact of the added Project traffic volumes during the peak hours was evaluated based on analysis of both existing and future operating conditions at the study intersections without and with the Project. The previously discussed significance criteria and thresholds summarized in Chapter 1 were then used to determine the significance of a traffic impact caused by the Project on the study intersection, prior to any Project mitigation or trip reduction measures.

EXISTING WITH PROJECT SIGNIFICANT IMPACTS, BEFORE MITIGATION

The Existing with Project Conditions during the weekday AM and PM peak hours are shown in Table 9. Of the 111 signalized study intersections, the Project is expected to result in significant impacts at 12 intersections in year 2015 prior to Project mitigation. The incremental increases in V/C ratios at the remaining 99 intersections would be less than significant under Existing with Project Conditions. The 12 significantly impacted locations and affected peak hours are:

13. Highland Avenue & Franklin Avenue (North) (AM and PM peak hours)
16. Cahuenga Boulevard & Franklin Avenue (AM peak hour)
35. La Brea Avenue & Hollywood Boulevard (AM and PM peak hours)
37. Highland Avenue & Hollywood Boulevard (AM and PM peak hours)
42. Cahuenga Boulevard & Hollywood Boulevard (AM and PM peak hours)
44. Vine Street & Hollywood Boulevard (AM and PM peak hours)
63. La Brea Avenue & Sunset Boulevard (AM and PM peak hours)
65. Highland Avenue & Sunset Boulevard (AM and PM peak hours)
70. Cahuenga Boulevard & Sunset Boulevard (AM and PM peak hours)
72. Vine Street & Sunset Boulevard (AM and PM peak hours)
95. Cahuenga Boulevard & Santa Monica Boulevard (PM peak hour)
96. Vine Street & Santa Monica Boulevard (PM peak hour)

FUTURE WITH PROJECT SIGNIFICANT IMPACTS, BEFORE MITIGATION

The Future with Project Conditions during the weekday AM and PM peak hours are shown in Table 10. Of the 111 signalized study intersections, the Project is expected to result in significant impacts at 22 intersections in year 2022 prior to Project mitigation. The incremental increases in V/C ratios at the remaining 89 intersections would be less than significant during the peak hours by Project traffic under Future with Project Conditions.

The 22 impacted locations and affected peak hours are:

13. Highland Avenue & Franklin Avenue (North) (PM peak hour)
16. Cahuenga Boulevard & Franklin Avenue (AM and PM peak hours)
35. La Brea Avenue & Hollywood Boulevard (AM and PM peak hours)
37. Highland Avenue & Hollywood Boulevard (AM and PM peak hours)
42. Cahuenga Boulevard & Hollywood Boulevard (AM and PM peak hours)
44. Vine Street & Hollywood Boulevard (AM and PM peak hours)
63. La Brea Avenue & Sunset Boulevard (AM and PM peak hours)
65. Highland Avenue & Sunset Boulevard (AM and PM peak hours)
66. Las Palmas Avenue & Sunset Boulevard (PM peak hour)
70. Cahuenga Boulevard & Sunset Boulevard (AM and PM peak hours)
72. Vine Street & Sunset Boulevard (AM and PM peak hours)
74. Gower Street & Sunset Boulevard (PM peak hour)
76. Van Ness Avenue & Sunset Boulevard (PM peak hour)
81. La Brea Avenue & Fountain Avenue (AM peak hour)
85. Vine Street & Fountain Avenue (PM peak hour)
91. La Brea Avenue & Santa Monica Boulevard (AM and PM peak hours)
92. Highland Avenue & Santa Monica Boulevard (AM and PM peak hours)
95. Cahuenga Boulevard & Santa Monica Boulevard (AM and PM peak hours)
96. Vine Street & Santa Monica Boulevard (AM and PM peak hours)
97. Gower Street & Santa Monica Boulevard (AM and PM peak hours)
99. Van Ness Avenue & Santa Monica Boulevard (PM peak hour)
101. Western Avenue & Santa Monica Boulevard (PM peak hour)

Chapter 8
Traffic Mitigation Program

This chapter describes the traffic mitigation measures that have been considered in order to mitigate the significant traffic impacts at study intersections associated with construction of the Project and to improve traffic operations in the Project vicinity. The various guidelines, methods, and assumptions mandated by LADOT, wherever applicable, have been used in the preparation of this analysis.

The various mitigation measures described in this chapter relate to the significant traffic impacts previously described with respect to both the Existing with Project (year 2015) and the Future with Project (year 2022) analyses presented in Chapter 7. As described in that chapter, under the Existing with Project Conditions, before mitigation, the Project is expected to result in significant traffic impacts at the following 12 signalized intersections:

13. Highland Avenue & Franklin Avenue (North) (AM and PM peak hours)
16. Cahuenga Boulevard & Franklin Avenue (AM peak hour)
35. La Brea Avenue & Hollywood Boulevard (AM and PM peak hours)
37. Highland Avenue & Hollywood Boulevard (AM and PM peak hours)
42. Cahuenga Boulevard & Hollywood Boulevard (AM and PM peak hours)
44. Vine Street & Hollywood Boulevard (AM and PM peak hours)
63. La Brea Avenue & Sunset Boulevard (AM and PM peak hours)
65. Highland Avenue & Sunset Boulevard (AM and PM peak hours)
70. Cahuenga Boulevard & Sunset Boulevard (AM and PM peak hours)
72. Vine Street & Sunset Boulevard (AM and PM peak hours)
95. Cahuenga Boulevard & Santa Monica Boulevard (PM peak hour)
96. Vine Street & Santa Monica Boulevard (PM peak hour)

The Project is expected to result in significant traffic impacts in the Future with Project Conditions, before mitigation, at the following 22 signalized intersections:

13. Highland Avenue & Franklin Avenue (North) (PM peak hour)
16. Cahuenga Boulevard & Franklin Avenue (AM and PM peak hours)
35. La Brea Avenue & Hollywood Boulevard (AM and PM peak hours)
37. Highland Avenue & Hollywood Boulevard (AM and PM peak hours)
42. Cahuenga Boulevard & Hollywood Boulevard (AM and PM peak hours)
44. Vine Street & Hollywood Boulevard (AM and PM peak hours)
63. La Brea Avenue & Sunset Boulevard (AM and PM peak hours)
65. Highland Avenue & Sunset Boulevard (AM and PM peak hours)
66. Las Palmas Avenue & Sunset Boulevard (PM peak hour)
70. Cahuenga Boulevard & Sunset Boulevard (AM and PM peak hours)
72. Vine Street & Sunset Boulevard (AM and PM peak hours)
74. Gower Street & Sunset Boulevard (PM peak hour)
76. Van Ness Avenue & Sunset Boulevard (PM peak hour)
81. La Brea Avenue & Fountain Avenue (AM peak hour)
85. Vine Street & Fountain Avenue (PM peak hour)
91. La Brea Avenue & Santa Monica Boulevard (AM and PM peak hours)
92. Highland Avenue & Santa Monica Boulevard (AM and PM peak hours)
95. Cahuenga Boulevard & Santa Monica Boulevard (AM and PM peak hours)
96. Vine Street & Santa Monica Boulevard (AM and PM peak hours)
97. Gower Street & Santa Monica Boulevard (AM and PM peak hours)
99. Van Ness Avenue & Santa Monica Boulevard (PM peak hour)
101. Western Avenue & Santa Monica Boulevard (PM peak hour)

TRANSPORTATION MITIGATION MEASURES

The mitigation program for the Project includes the following major components:

1. Implementation of a TDM program for the Project Site to promote peak period trip reduction

2. Transit system improvements, including the provision of new buses to increase public transit along a key corridor within the Study Area

3. Transportation Systems Management (TSM) improvements, including signal controller updates and installation of closed circuit television (CCTV) at key intersections within the Study Area

4. Specific intersection improvements, including physical mitigations and signal phasing enhancements

These mitigation measures are consistent with the City's policies and procedures that support improvements that reduce greenhouse gas emissions by reducing the use of single-occupant vehicle trips, encourage developers to construct transit and pedestrian-friendly projects with safe and walkable sidewalks, and promote other modes of travel.

TDM PROGRAM

The TDM program outlined below details a set of strategies proposed for the Project designed to reduce peak hour vehicular traffic to and from the Project Site. It is a comprehensive program of design features, transportation services, education programs, and incentive programs intended to reduce the impact of traffic from residents, employees and visitors to the Project Site during the most congested time periods of the day. The Project shall develop and implement a TDM program to promote non-automobile travel, reduce the use of single-occupant vehicle trips, etc. The TDM program would be subject to review and approval by the City (Department of City Planning and LADOT). The strategies in the TDM program can include, but are not necessarily limited to, the following:

- Transportation Information Center, educational programs, kiosks and/or other measures
- Promotion and support of carpools and rideshare
- Bicycle amenities such as racks and showers
- Guaranteed ride home program
- Flexible or alternative work schedules
- Incentives for using alternative travel modes
- Parking incentives and administrative support for formation of carpools/vanpools
- On-site TDM coordinator
- Mobility hub support

- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area
- Participation as a member in the future Hollywood Community TMO, when operational

TDM Program Strategies

The following provides further information and description of the TDM program strategies.

Educational Programs. A key component of a successful TDM program is to make employers and employees at the Project Site aware of the various programs offered. To this end, a transportation management coordinator (TMC) on the building management staff would reach out both to employers and employees directly to promote the benefits of TDM.

In addition to the various TDM programs described below, the TMC would reach out to employers to promote flexible or alternative work schedules and telecommuting options with statistics and examples of businesses that have successfully implemented such programs. These programs have the ability to reduce peak hour trip generation by allowing employees to arrive for and leave from work outside of the typical AM and PM peak commuting hours.

Transportation Information Center. A Transportation Information Center is a centrally-located commuter information center where project employees, tenants, and patrons can obtain information regarding commute programs, and individuals can obtain real-time information for planning travel without using an automobile. A Transportation Information Center would support orientation for new employees and provide information about transit schedules, commute planning, rideshare, telecommuting, and bicycle and pedestrian plans.

Project Design Features to Promote Bicycling and Walking. A significant and growing number of people in the City prefer to ride bicycles or walk to their employment given sufficient facilities to make the commute feel safe and convenient. The Project would incorporate features for bicyclists and pedestrians, such as exclusive access points, secured bicycle parking facilities or a bicycle valet system, or a bicycle sharing or rental program. Additionally, the Project Site would be designed to be a friendly and convenient environment for pedestrians.

It should be noted that *2010 Bicycle Plan* and Mobility Plan identify numerous streets within the Study Area as sites for future bicycle lanes and bicycle routes as described in Chapter 3. The Project would contribute a one-time fixed fee to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the Hollywood area.

Online Ridematching and Carpool/Vanpool Program. The TMC would provide a ride-matching service to match interested employees with carpools and vanpools. Carpools/vanpools provide the potential for employees to come to work relaxed and/or work during the commute and reduce the number of vehicle trips to and from the Project Site.

Guaranteed Ride Home (GRH). A GRH program is a program that assures transportation service to individuals who commute without their personal automobiles. This program overcomes one of the primary objections of those who could choose alternative modes of transportation, which is how to get home or to a child's school in the case of an emergency. The GRH program would cover all employees participating in the carpool/vanpool program or using transit to and from the Project Site in the event of personal or family emergencies. The individual would be reimbursed for a taxi ride or short-term car rental. A support service such as GRH is an important part of TDM implementation that assures an individual he or she will not be "stuck" depending on a ridesharing or transit schedule in the event of an emergency.

Short-Term Car Rentals. The Project would partner with short-term car rental services such as Zip-Car or Car-to-Go, which would provide vehicles available to users for hourly rentals at strategic locations within the Hollywood area. Similar to the GRH program, this service offers assurance to users of alternative modes of transit that they have options should the need arise to leave at an unscheduled time. Short-term car rentals can be used to travel to business meetings, lunch, or in emergencies, and can provide the source of emergency transportation for those using the GRH program.

Incentives for Using Alternative Travel Modes. The Project TMC would incorporate various incentives for use of its programs. For example, eligible employees could be provided with discounted monthly transit passes for Metro rail and bus service. Carpool and vanpool users could be offered preferential load/unload areas or convenient designated parking spaces. Those who choose not to drive their own cars and park them at the Project Site could receive a "parking cash-out" subsidy. Unbundled parking is a program wherein parking spaces are rented

or sold separately from the building space, which allows for a separate charge for parking and the flexibility to vary the number of spaces rented. Unbundling parking is an essential first step toward getting people to understand the economic cost of parking. Without unbundled parking, tenants and homeowners often assume that parking is free.

Mobility Hub Support. The Project would support existing and/or future efforts by LADOT to provide first-mile and last-mile service for transit users through the mobility hub program. Mobility hubs, typically located at or near public transit centers, would provide amenities such as, but not limited to, bicycle parking and rentals, shared vehicle rentals (e.g., Zip-Car), and transit information. The Project would provide space for similar amenities at the Project Site to complement future mobility hubs in the Study Area.

Hollywood Community TMO. The Hollywood community is a strong candidate for alternative modes of transportation, including convenient walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. At present, there is no organization to administrate these options to the public. A TMO is an organization that helps to promote these services to a community by providing information about available public transportation options and matching people into ridesharing services. The developers of various approved projects in the Hollywood Area, along with LADOT and stakeholders, have proposed to initiate a Hollywood TMO. Many of the strategies described above could be enhanced through participation in the Hollywood TMO. Should the Hollywood TMO become operational, the Project would become a member of and participate in the TMO. The Hollywood TMO's services could replace some of the in-house TDM services where applicable, such as matching services for multi-employer carpools and vanpools (for example, ridesharing registries by which users can find people to share in a carpool or vanpool are much more effective with a larger pool of potential candidates).

Project Trip Reduction from the TDM Program

The combined effect of the various strategies implemented as part of the TDM program would result in a reduction in peak hour trip generation by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.). *Trip Generation Handbook, 3rd Edition* (Institute of Transportation

Engineers, August 2014) provides a summary of research of TDM programs at many different employers. At places that had the most comprehensive programs, including both economic incentives (e.g., transit passes, etc.) and support services, the programs resulting in an average 24% reduction in commuter vehicles. Thus, as an achievable but conservative estimate, an overall TDM trip reduction credit of 15% was assumed on the office space included in the Project and a credit of 10% was assumed on the residential, hotel, commercial, and supermarket uses within the Project. The overall Project trip reduction due to TDM would be less than 12% of the peak hour trips (approximately 12.5% of AM gross peak hour trips and 12.2% of PM gross peak hour trips).

Table 11 summarizes the estimated trip reduction during the peak hours. As shown, the TDM program is expected to result in a reduction of 1,730 daily trips, including 110 during the AM peak hour and 154 during the PM peak hour. The Project, when fully built and occupied and with implementation of the TDM program, would generate a total of 13,275 daily trips, including 769 during the AM peak hour (317 inbound, 452 outbound) and 1,129 during the PM peak hour (662 inbound, 465 outbound). The trip generation estimates with peak hour trip reductions from the TDM program were assigned through the study intersections using the trip distribution patterns illustrated in Figures 8 to 12. The Project-only AM and PM peak hour traffic volumes, after implementation of the TDM program as part of the Project's mitigation, are shown in Figure 16.

TRANSIT SYSTEM IMPROVEMENTS

Transit system improvements are aimed at enhancing and improving service of the overall transit system in serving the Hollywood community. Improving connectivity between the existing service and developments is also a goal that the improvements have been designed to achieve. An analysis was conducted to determine potential transit improvements to the existing transportation system serving the Project Site. As described in Chapter 2, there are several transit lines that currently serve the Study Area. The Project Applicant shall establish and contribute $650,000 to a trust fund to be administered by LADOT for the implementation of alternative transportation modes (e.g., transit buses, shuttles, shelters, and/or other enhancements) along highways, collectors and paths servicing the Hollywood community. The funding may include purchase and/or operation of additional transit services (e.g., buses,

shuttles, expanded operation hours, etc.) to further enhance usage of the transit system as an alternative to automobile trips.

For the purposes of this study, it was assumed that the transit system improvements would be focused along the Hollywood Boulevard and Santa Monica Boulevard corridors (Metro Route 4 and the LADOT DASH-Hollywood routes). Should the Project's financial contribution be allocated to supplement the current Metro and LADOT DASH bus service, approximately 42 and 25 vehicles, respectively, could be removed from the street system during the weekday AM and PM peak hours, assuming a capacity of 50 riders on a Metro bus and 30 riders on a LADOT DASH bus with average vehicle occupancy (AVO) of 1.2 persons per vehicle.

TSM IMPROVEMENTS

As part of the mitigation program, the Project would contribute up to $500,000 toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the Study Area. LADOT has determined that TSM improvements could improve traffic operations and increase intersection capacity by approximately 1% along a corridor. The TSM improvements would target the Franklin Avenue, Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Highland Avenue corridors. Potential TSM improvements include the following:

Signal Controller Upgrades

Many study intersections within the City currently operate with the Type 170 signal controller and newer controllers (Type 2070) provide for enhanced and real-time operation of traffic signal timing. LADOT recommends traffic signal controller upgrades to a Type 2070 Controller, as well as 322 cabinets to replace the existing aging cabinets, to provide system-wide benefits.

Closed Circuit Television Cameras

The TSM improvements include funding for the installation of CCTV cameras and the necessary infrastructure (including fiber optic and interconnect tubes). An integral part of the real-time operation of the traffic signal timings, the strategic placement of CCTV cameras at key intersections provides LADOT with the ability to monitor traffic operations and respond instantly to incidents that delay vehicles and transit service.

System Loops

The potential TSM improvements include funding the installation of system loops at signalized intersections within the identified corridors. A system loop is an advance detector loop that is embedded in the street pavement. These loops identify traffic volume and lane occupancy and are used to determine the appropriate signal timing parameters. These loops give LADOT the ability to extend the green time for an approach so that groups of vehicles generally do not have to stop when travelling along synchronized-signal corridors. They are located at an appropriate distance from the intersection so that a vehicle just upstream of the loop can comfortably decelerate to a stop when the yellow signal is displayed.

SPECIFIC INTERSECTION IMPROVEMENT MEASURES

Intersection improvements designed to alleviate the significant impacts of the Project consist of physical improvements (such as minor widening) and signal phasing enhancements. Widening and/or other improvements to the intersections would be designed to meet the requirements of LADOT, the City of Los Angeles Bureau of Engineering, and/or Caltrans, based on the jurisdiction responsible for the intersections.

The intersection improvements discussed below were considered at study intersections where the Project would result in a significant traffic impact that would not be mitigated to a level of insignificance with the implementation of the TDM, TSM, and transit system improvements.

Proposed Physical Improvement Measures

The following is a description of the feasible proposed intersection mitigation measure:

66. Las Palmas Avenue & Sunset Boulevard. Although implementation of the TDM program, transit system improvements, and TSM improvements would reduce the traffic impact identified at this intersection, the impact would still remain significant without additional physical improvement measures. The significant traffic impact at this intersection could be mitigated and reduced to less than significant levels by widening and restriping along Sunset Boulevard to provide an exclusive westbound right-turn lane. The resulting westbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane. This improvement cannot be accommodated within the existing right-of-way and would require widening along the Project frontage and removal of up to six on-street metered parking spaces on the north side of Sunset Boulevard between Las Palmas Avenue and Highland Avenue. Due to the loss of public on-street metered parking spaces, the improvement is not practical or desirable. Should this improvement be determined to be infeasible during the design process, the impact at the intersection would remain and be considered significant and unavoidable. A conceptual plan of the improvement is provided in Appendix F.

Physical Improvement Measures Reviewed, But Not Recommended

Additional intersection improvements were proposed; however, they were not recommended by LADOT and, therefore, would not be implemented as part of the mitigation program.

37. Highland Avenue & Hollywood Boulevard. Although implementation of the TDM program, transit system improvements, and TSM improvements would reduce the traffic impact identified at this intersection, the impact would still remain significant without additional physical improvement measures. The traffic impact at this intersection could be mitigated to less than significant levels by widening and restriping along Hollywood Boulevard to provide an additional westbound through lane. The resulting westbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane. However, this improvement cannot be accommodated within the existing right-of-way, and would require substantial acquisition of private property and removal of on-street metered parking spaces. Due to the lack of available

roadway width, and given the physical constraints of the existing intersection geometry, this improvement is not practical or desirable. The addition of roadway capacity and through travel lanes would also be inconsistent with the street standards and goals of Mobility Plan 2035. Thus, the impact would be considered significant and unavoidable.

63. La Brea Avenue & Sunset Boulevard. Although implementation of the TDM program and TSM improvements would reduce the traffic impact identified at this intersection, the impact would still remain significant without additional physical improvement measures. The significant traffic impact at this intersection could be mitigated by widening and restriping along Sunset Boulevard to provide an exclusive eastbound right-turn lane. The resulting eastbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane. However, this improvement cannot be accommodated within the existing right-of-way, and would require substantial acquisition of private property. Due to the lack of available roadway width, and given the physical constraints of the existing intersection geometry, this improvement is not practical or desirable. Thus, the impact would be considered significant and unavoidable.

65. Highland Avenue & Sunset Boulevard. Although implementation of the TDM program, transit system improvements, and TSM improvements would reduce the traffic impact identified at this intersection, the impact would still remain significant without additional physical improvement measures. The significant traffic impact at this intersection could be mitigated by widening and restriping along Highland Avenue to provide an exclusive southbound right-turn lane. The resulting southbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane. However, this improvement cannot be accommodated within the existing right-of-way, and would require substantial acquisition of Hollywood High School property. Due to the lack of available roadway width and given the physical constraints of the existing intersection geometry, this improvement is not practical or desirable. Thus, the impact would be considered significant and unavoidable.

70. Cahuenga Boulevard & Sunset Boulevard. Although implementation of the TDM program and TSM improvements would reduce the traffic impact identified at this intersection, the impact would still remain significant without additional physical improvement measures. The significant traffic impact at this intersection could be mitigated by widening and restriping along Cahuenga Boulevard to provide an exclusive northbound right-turn lane. The resulting northbound approach would consist of one left-turn lane, two through lanes, and one right-turn lane.

However, this improvement cannot be accommodated within the existing right-of-way, and would require substantial acquisition of private property. Due to the lack of available roadway width and given the physical constraints of the existing intersection geometry, this improvement is not practical or desirable. Thus, the impact would be considered significant and unavoidable.

72. Vine Street & Sunset Boulevard. Although implementation of the TDM program and TSM improvements would reduce the traffic impact identified at this intersection, the impact would still remain significant without additional physical improvement measures. The significant traffic impact at this intersection could be mitigated by widening and restriping along Sunset Boulevard to provide an exclusive eastbound right-turn lane. The resulting eastbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane. However, this improvement cannot be accommodated within the existing right-of-way, and would require substantial acquisition of private property and removal of on-street parking spaces. Due to the lack of roadway width and given the physical constraints of the existing intersection geometry, this improvement is not practical or desirable. Thus, the impact would be considered significant and unavoidable.

MITIGATION EFFECTIVENESS

The components of the Project's mitigation program described above would result in peak hour trip reductions from the implementation of the TDM program and the additional transit service, as well as operational improvements as a result of the TSM improvements and specific intersection improvements. The effectiveness of the proposed traffic mitigation program was analyzed by applying the appropriate trip generation reductions and capacity enhancements from the implementation of the mitigation measures. This results in the Existing with Project with Mitigation and Future with Project with Mitigation Conditions. The intersections were analyzed using the methodology described in Chapter 1.

The Project-only with Mitigation traffic volumes illustrated in Figure 16 were added to the Existing AM and PM peak hour traffic volumes shown in Figure 4, resulting in the Existing with Project with Mitigation (year 2015) traffic volumes, illustrated in Figure 17. The Project-only with Mitigation traffic volumes illustrated in Figure 16 were added to the Future without Project AM

and PM peak hour traffic volumes shown in Figure 7, resulting in the Future with Project with Mitigation (year 2022) traffic volumes, illustrated in Figure 18.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS

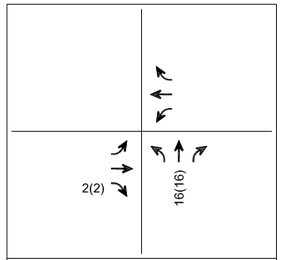
Table 12 summarizes the results of the Existing with Project with Mitigation Conditions during the weekday AM and PM peak hours for the study intersections. It also shows the remaining significant impacts after implementation of all of the mitigation measures discussed in this chapter. As shown in Table 12, after mitigation, five study intersections would remain significantly impacted after mitigation:

37. Highland Avenue & Hollywood Boulevard (AM and PM peak hours)
63. La Brea Avenue & Sunset Boulevard (PM peak hour)
65. Highland Avenue & Sunset Boulevard (AM and PM peak hours)
70. Cahuenga Boulevard & Sunset Boulevard (AM and PM peak hours)
72. Vine Street & Sunset Boulevard (AM and PM peak hours)

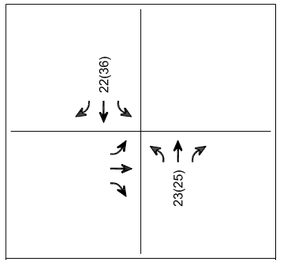
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS

Table 13 summarizes the results of the Future with Project with Mitigation Conditions during the weekday AM and PM peak hours for the study intersections. It also shows the resulting significant impacts after implementation of all of the mitigation measures discussed in this chapter. As shown in Table 13, the following five study intersections would remain significantly impacted by Project traffic after mitigation:

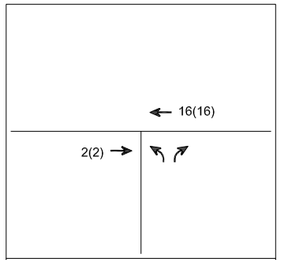
37. Highland Avenue & Hollywood Boulevard (AM peak hour)
63. La Brea Avenue & Sunset Boulevard (AM and PM peak hours)
65. Highland Avenue & Sunset Boulevard (AM and PM peak hours)
70. Cahuenga Boulevard & Sunset Boulevard (AM and PM peak hours)
72. Vine Street & Sunset Boulevard (AM and PM peak hours)



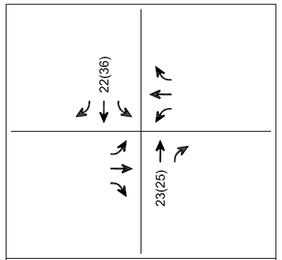
1. Caheuenga Blvd East & Pilgrimage Bridge



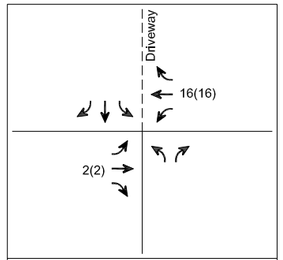
2. Highland Ave/101 NB On-ramp & Pat Moore Wy/101 SB On-ramp



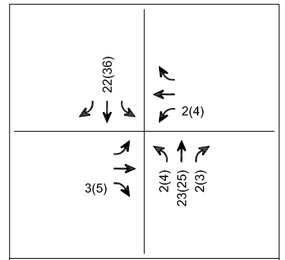
3. US-101 NB Off-ramp & Cahuenga Blvd



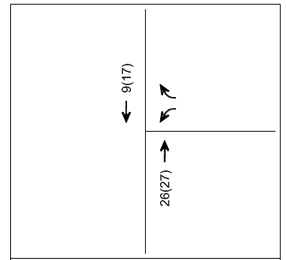
4. Highland Ave & Odin St



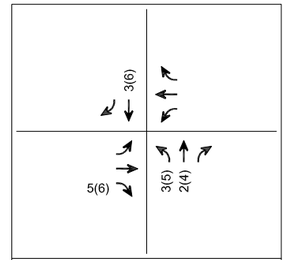
5. Odin St & Cahuenga Blvd



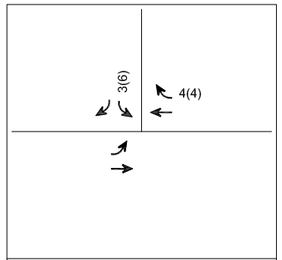
6. Highland Ave & Camrose Dr / Milner Rd



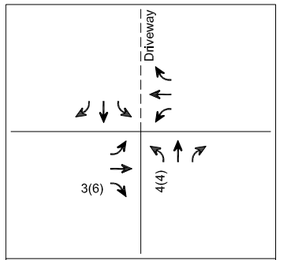
7. Cahuenga Blvd & US-101 NB Off-ramp



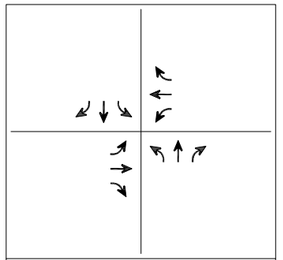
8. La Brea Ave & Franklin Ave

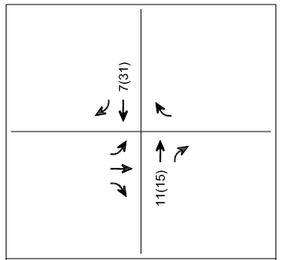


9. Outpost Dr & Franklin Ave

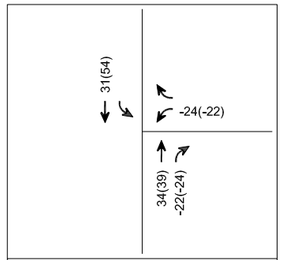


10. Orange Dr & Franklin Ave

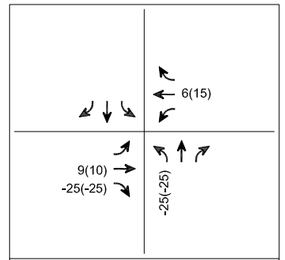

11. Orchid Ave & Franklin Ave



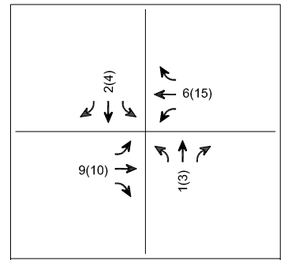
12. Highland Ave & Franklin Ave (South)



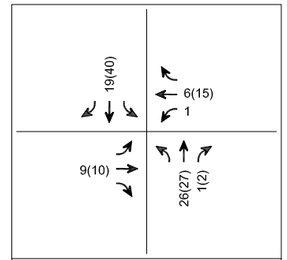
13. Highland Ave & Franklin Ave (North)



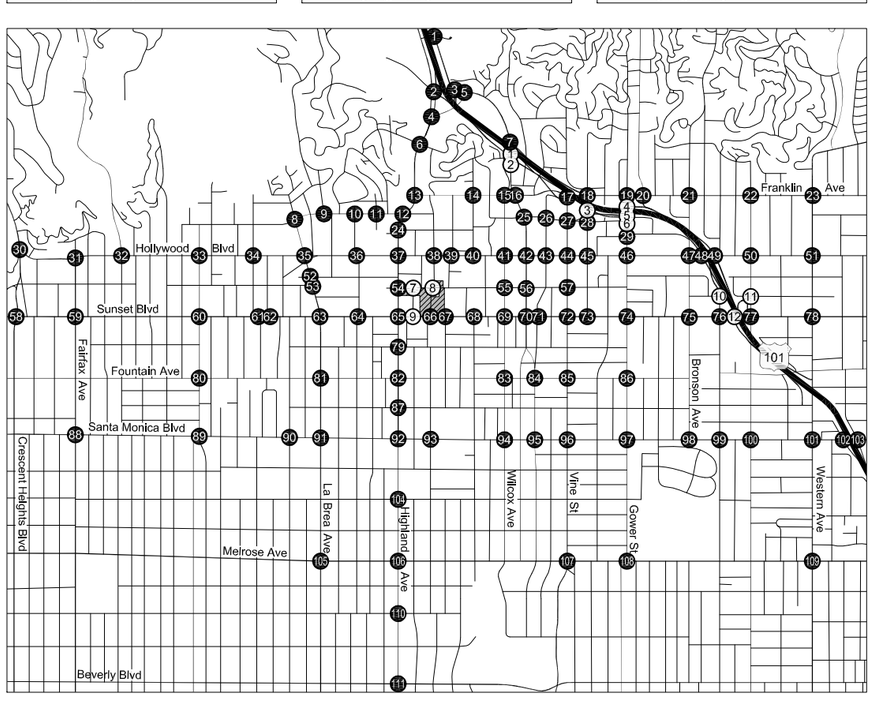
14. Whitley Ave & Franklin Ave

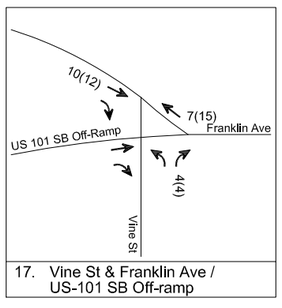


15. Wilcox Ave & Franklin Ave

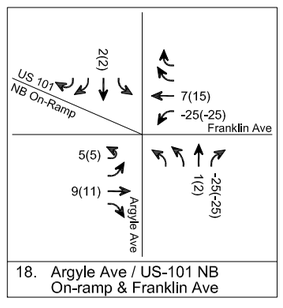


16. Cahuenga Blvd & Franklin Ave

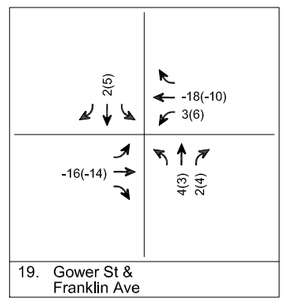




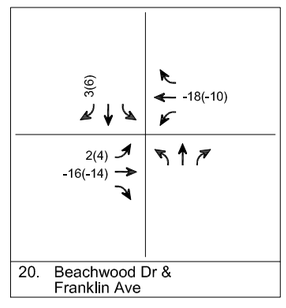
17. Vine St & Franklin Ave / US-101 SB Off-ramp



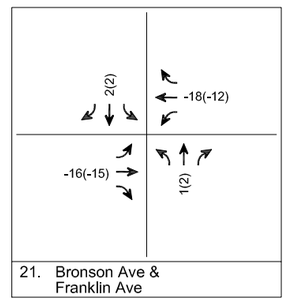
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave



19. Gower St & Franklin Ave



20. Beachwood Dr & Franklin Ave



21. Bronson Ave & Franklin Ave

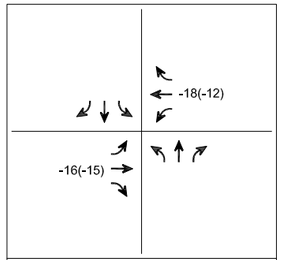
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

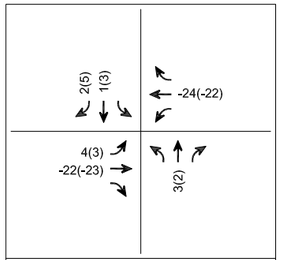
N
Not to Scale

WITH TDM PROGRAM PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

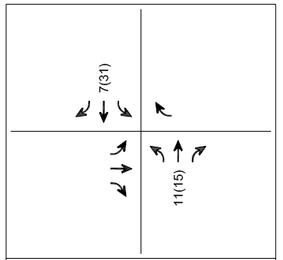
FIGURE
16



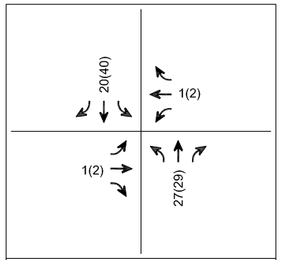
22. Wilton Pl & Franklin Ave



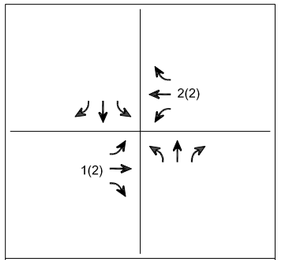
23. Western Ave & Franklin Ave



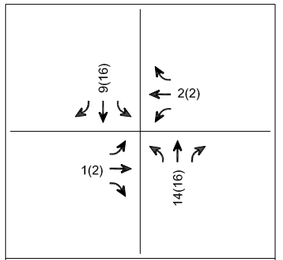
24. Highland Ave & Johnny Grant Way / Yucca St



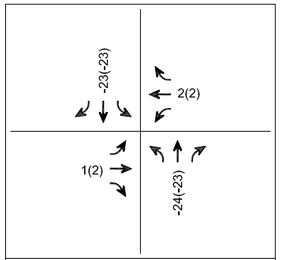
25. Cahuenga Blvd & Yucca St



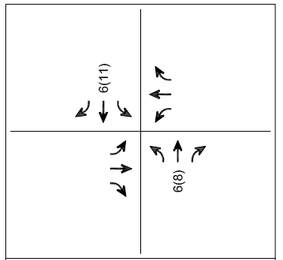
26. Ivar Ave & Yucca St



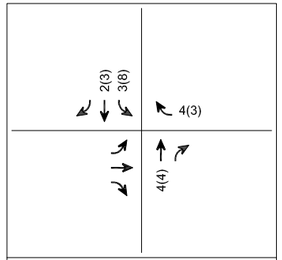
27. Vine St & Yucca St



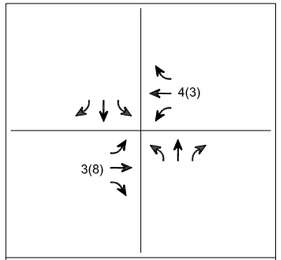
28. Argyle Ave & Yucca St



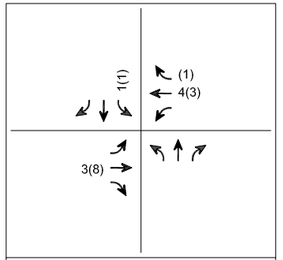
29. Gower St & Carlos Ave



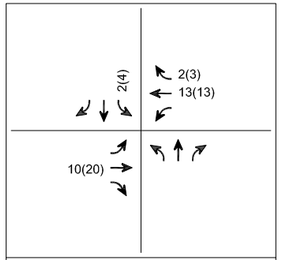
30. Laurel Canyon Blvd & Hollywood Blvd



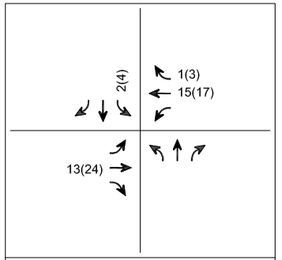
31. Fairfax Ave & Hollywood Blvd



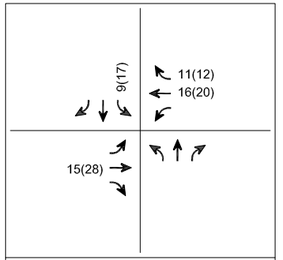
32. Nichols Canyon Rd / Genesee Ave & Hollywood Blvd



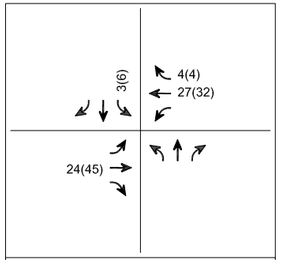
33. Gardner St & Hollywood Blvd



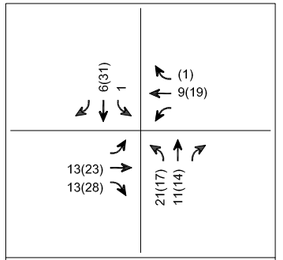
34. Fuller Ave & Hollywood Blvd



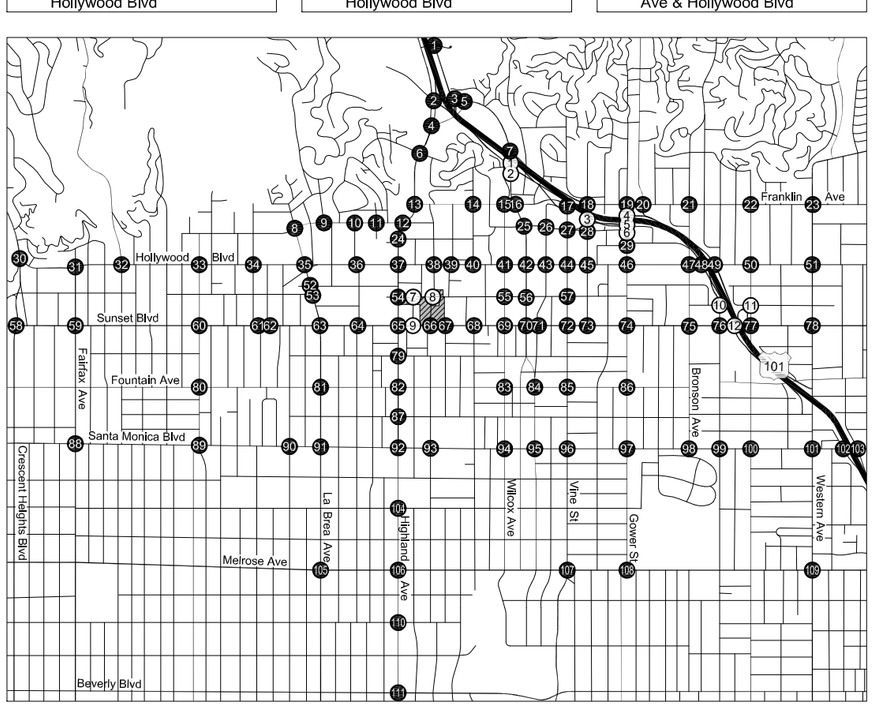
35. La Brea Ave & Hollywood Blvd

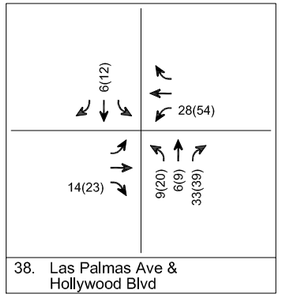


36. Orange Dr & Hollywood Blvd

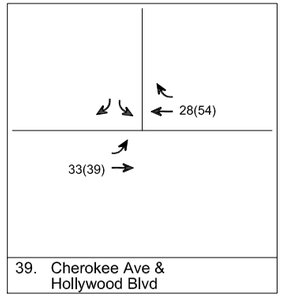


37. Highland Ave & Hollywood Blvd

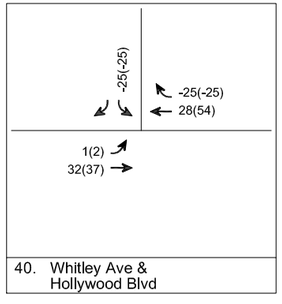




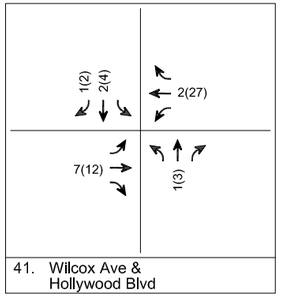
38. Las Palmas Ave & Hollywood Blvd



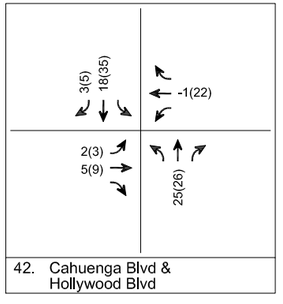
39. Cherokee Ave & Hollywood Blvd



40. Whitley Ave & Hollywood Blvd



41. Wilcox Ave & Hollywood Blvd



42. Cahuenga Blvd & Hollywood Blvd

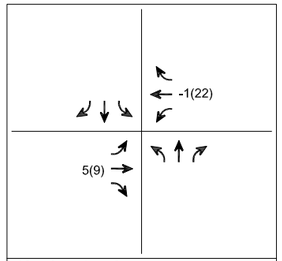
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

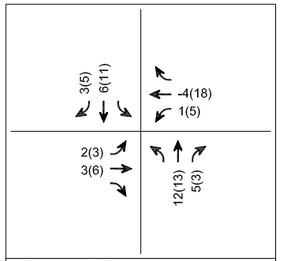
N
Not to Scale

WITH TDM PROGRAM PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

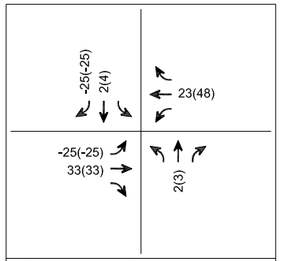
FIGURE
16 (CONT.)



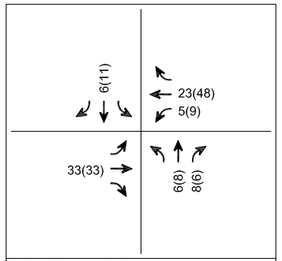
43. Ivar Ave & Hollywood Blvd



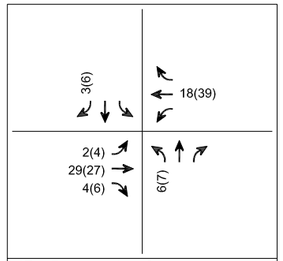
44. Vine St & Hollywood Blvd



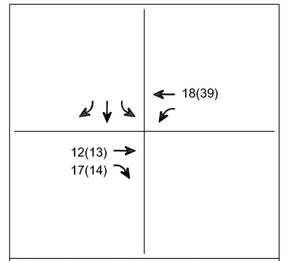
45. Argyle Ave & Hollywood Blvd



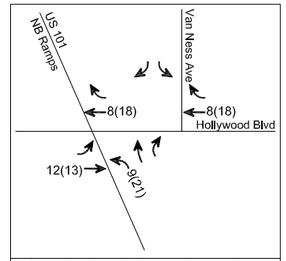
46. Gower St & Hollywood Blvd



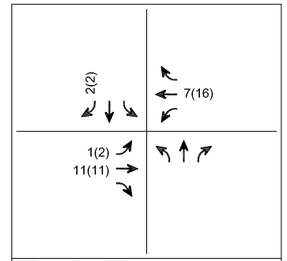
47. Bronson Ave & Hollywood Blvd



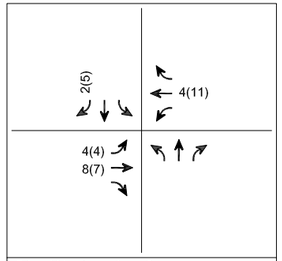
48. US-101 SB Ramps & Hollywood Blvd



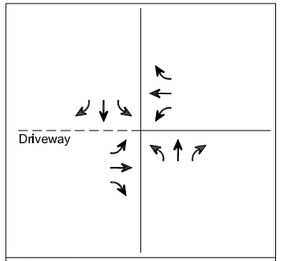
49. US-101 NB Ramps/Van Ness Ave & Hollywood Blvd



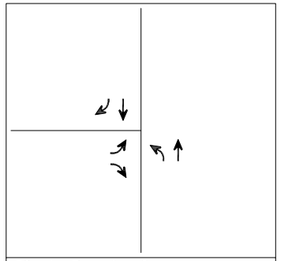
50. Wilton Pl & Hollywood Blvd



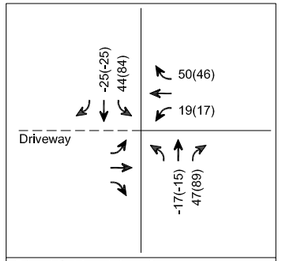
51. Western Ave & Hollywood Blvd



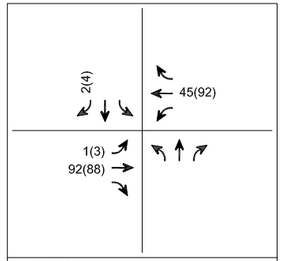
52. La Brea Ave & Hawthorn Ave (N)



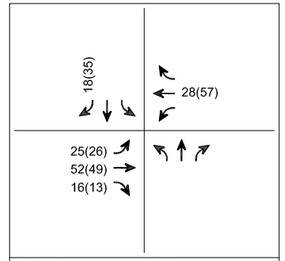
53. La Brea Ave & Hawthorn Ave (S)



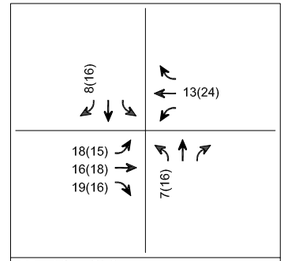
54. Highland Ave & Selma Ave



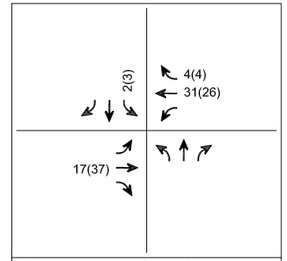
55. Wilcox Ave & Selma Ave



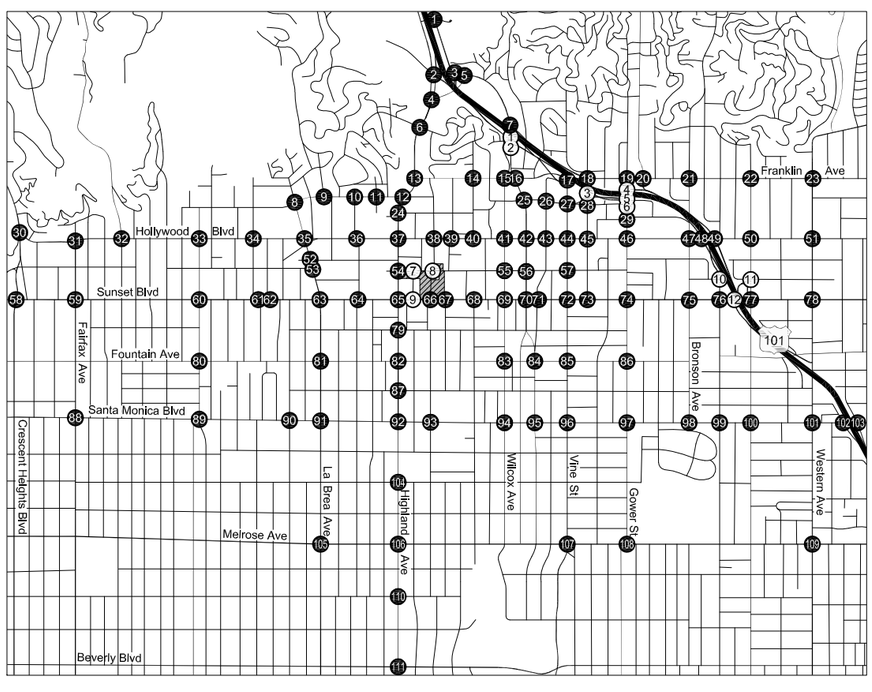
56. Caheuenga Blvd & Selma Ave

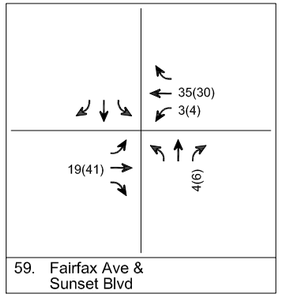


57. Vine St & Selma Ave

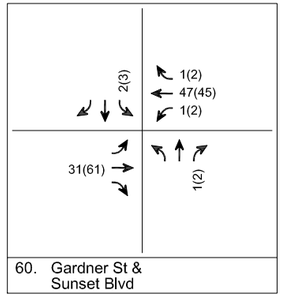


58. Crescent Heights Blvd & Sunset Blvd

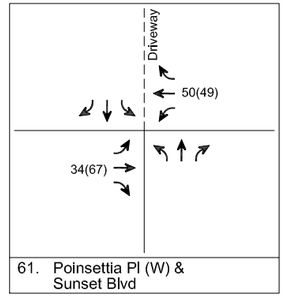




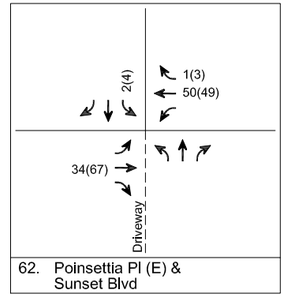
59. Fairfax Ave & Sunset Blvd



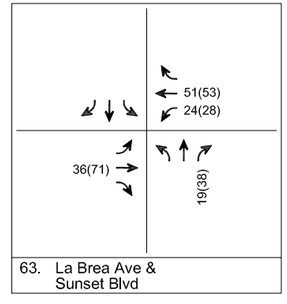
60. Gardner St & Sunset Blvd



61. Poinsettia Pl (W) & Sunset Blvd



62. Poinsettia Pl (E) & Sunset Blvd



63. La Brea Ave & Sunset Blvd

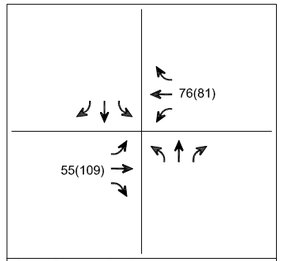
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

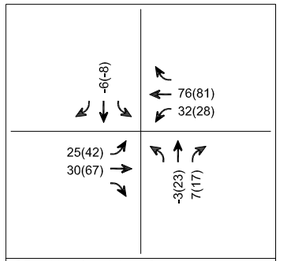
N
Not to Scale

WITH TDM PROGRAM PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

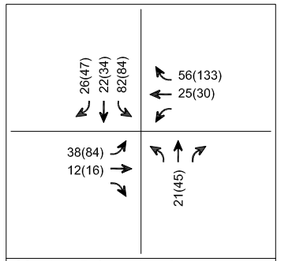
FIGURE
16 (CONT.)



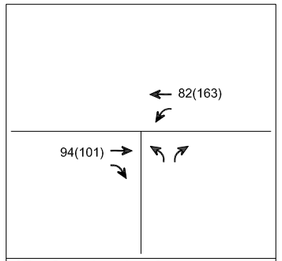
64. Orange Dr & Sunset Blvd



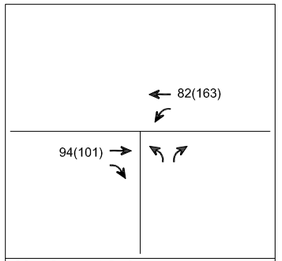
65. Highland Ave & Sunset Blvd



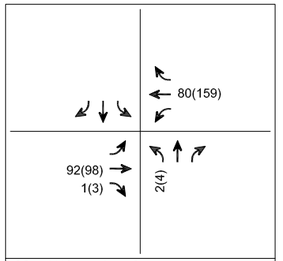
66. Las Palmas Ave & Sunset Blvd



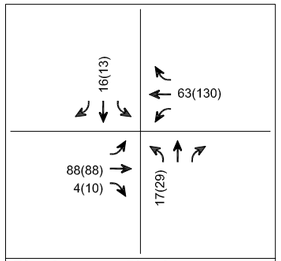
67. Cherokee Ave & Sunset Blvd



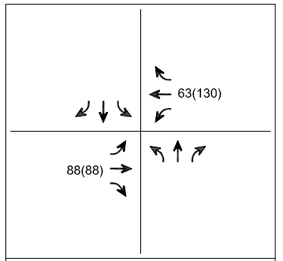
68. Seward St & Sunset Blvd



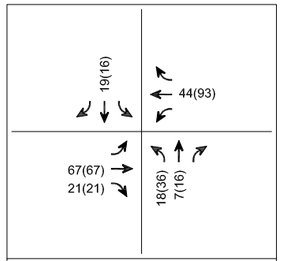
69. Wilcox Ave & Sunset Blvd



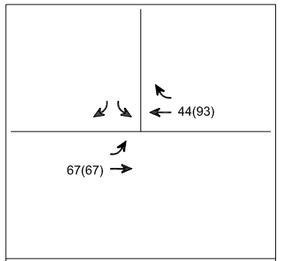
70. Cahuenga Blvd & Sunset Blvd



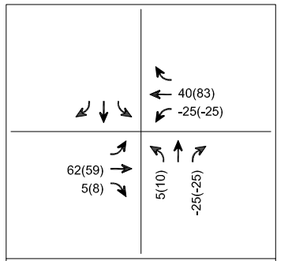
71. Ivar Ave & Sunset Blvd



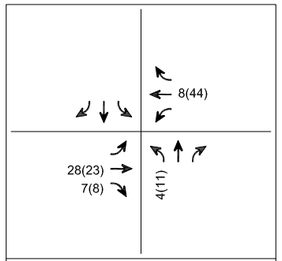
72. Vine St & Sunset Blvd



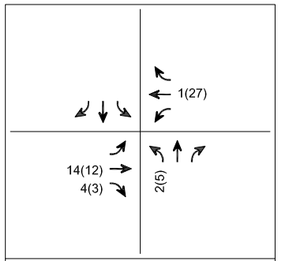
73. Argyle Ave & Sunset Blvd



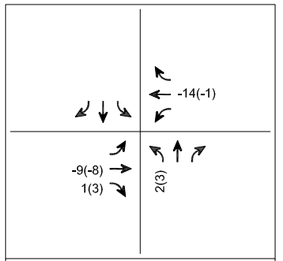
74. Gower St & Sunset Blvd



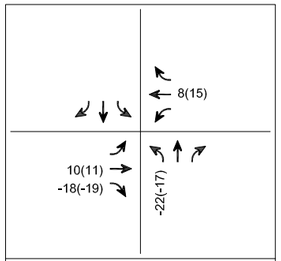
75. Bronson Ave & Sunset Blvd



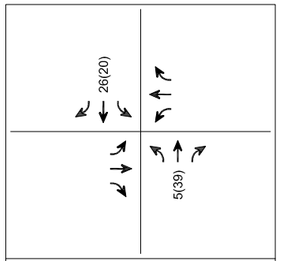
76. Van Ness Ave & Sunset Blvd



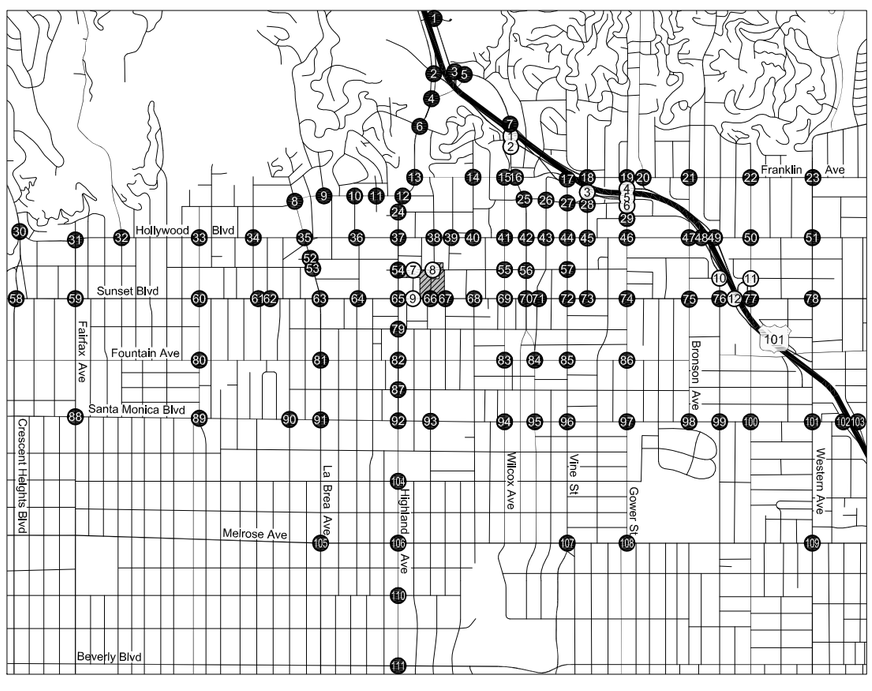
77. Wilton Pl & Sunset Blvd

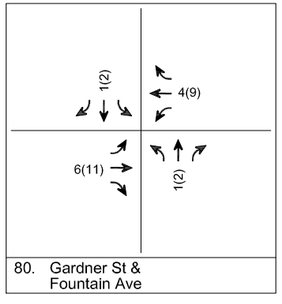


78. Western Ave & Sunset Blvd

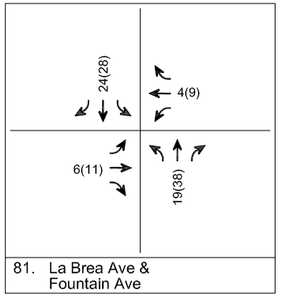


79. Highland Ave & De Longpre Ave

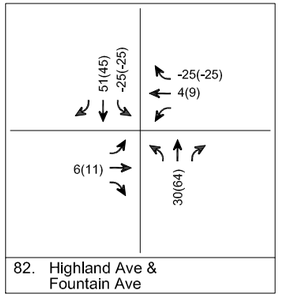




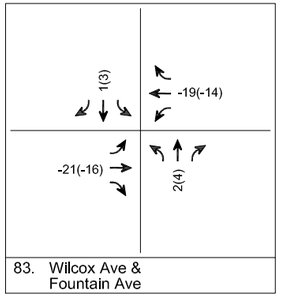
80. Gardner St & Fountain Ave



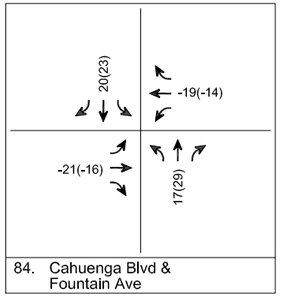
81. La Brea Ave & Fountain Ave



82. Highland Ave & Fountain Ave



83. Wilcox Ave & Fountain Ave



84. Cahuenga Blvd & Fountain Ave

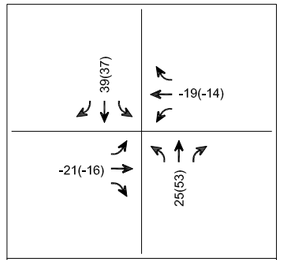
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

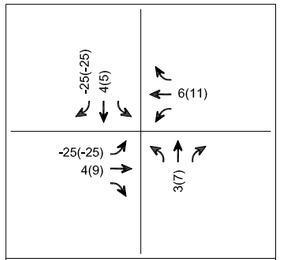
N
Not to Scale

WITH TDM PROGRAM PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

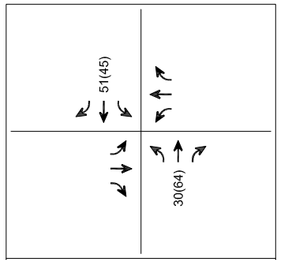
FIGURE
16 (CONT.)



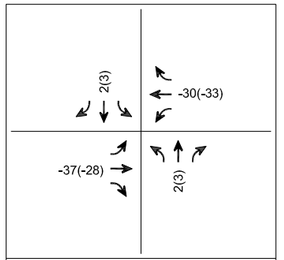
85. Vine St & Fountain Ave



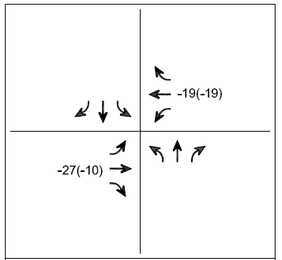
86. Gower St & Fountain Ave



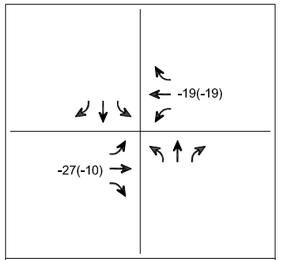
87. Highland Ave & Lexington Ave



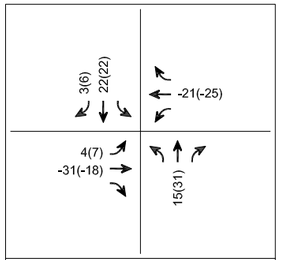
88. Fairfax Ave & Santa Monica Blvd



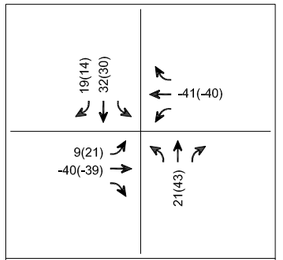
89. Gardner St & Santa Monica Blvd



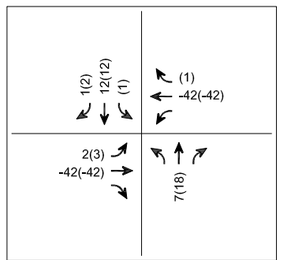
90. Formosa Ave & Santa Monica Blvd



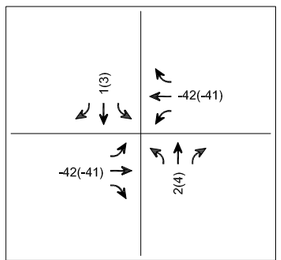
91. La Brea Ave & Santa Monica Blvd



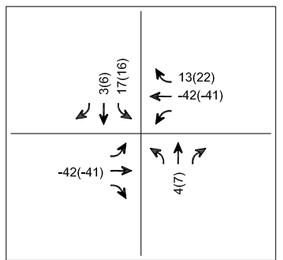
92. Highland Ave & Santa Monica Blvd



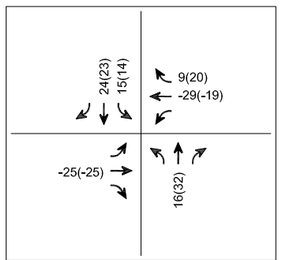
93. Las Palmas Ave & Santa Monica Blvd



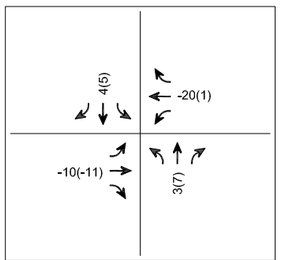
94. Wilcox Ave & Santa Monica Blvd



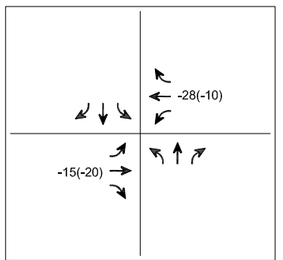
95. Cahuenga Blvd & Santa Monica Blvd



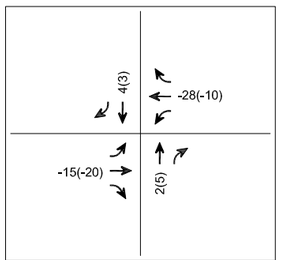
96. Vine St & Santa Monica Blvd



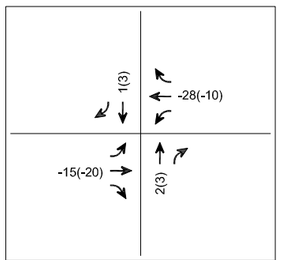
97. Gower St & Santa Monica Blvd



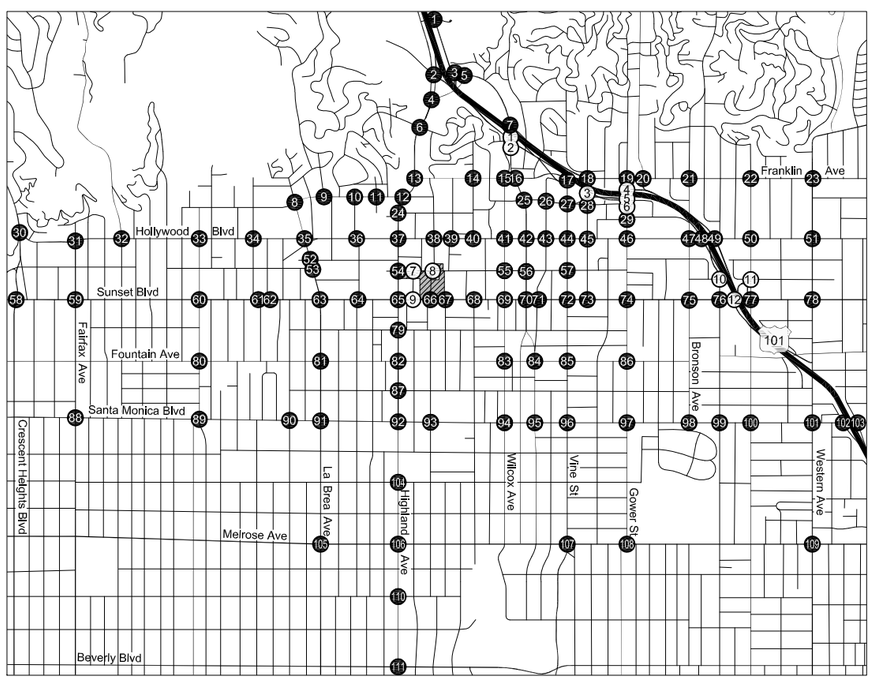
98. Bronson Ave & Santa Monica Blvd

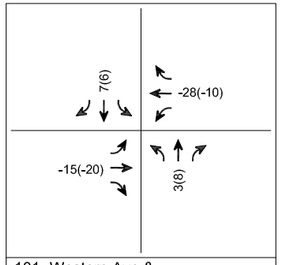


99. Van Ness Ave & Santa Monica Blvd

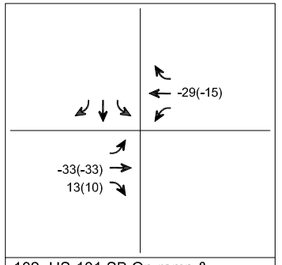


100. Wilton Pl & Santa Monica Blvd

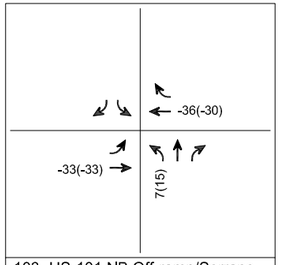




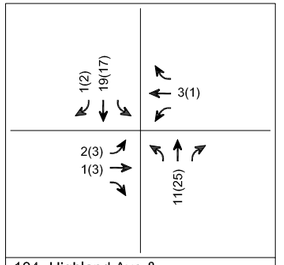
101. Western Ave & Santa Monica Blvd



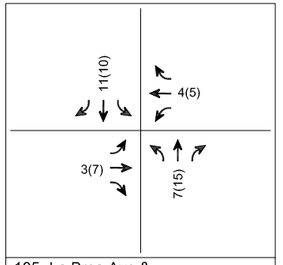
102. US-101 SB On-ramp & Santa Monica Blvd



103. US-101 NB Off-ramp/Serrano Avenue & Santa Monica Blvd



104. Highland Ave & Willoughby Ave



105. La Brea Ave & Melrose Ave

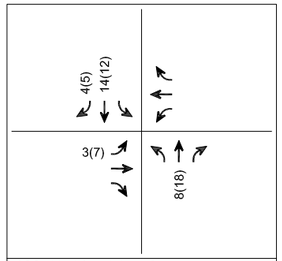
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

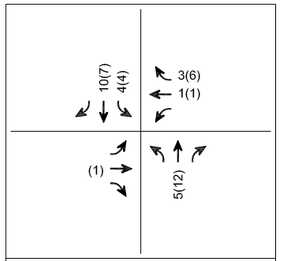
N
Not to Scale

WITH TDM PROGRAM PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

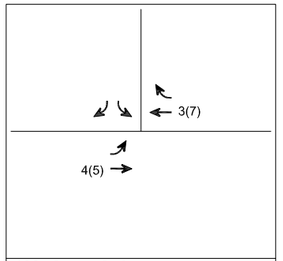
FIGURE
16 (CONT.)



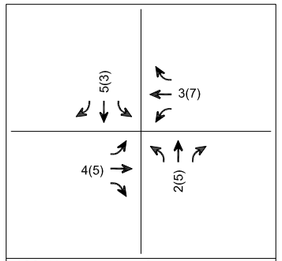
106. Highland Ave & Melrose Ave



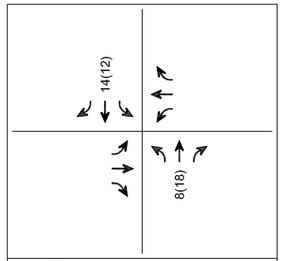
107. Vine St & Melrose Ave



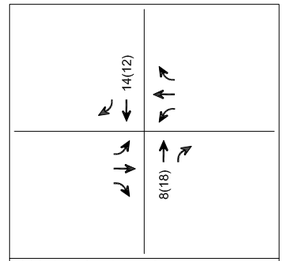
108. Gower St & Melrose Ave



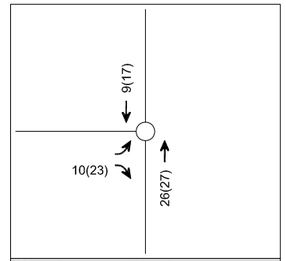
109. Western Ave & Melrose Ave



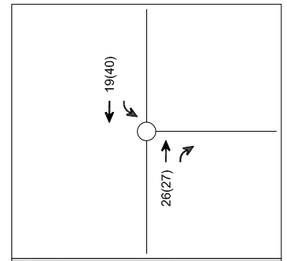
110. Highland Ave & Rosewood Ave



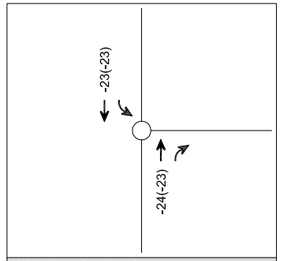
111. Highland Ave & Beverly Blvd



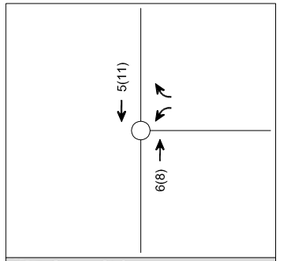
1. Cahuenga Blvd & US-101 SB Off-Ramp



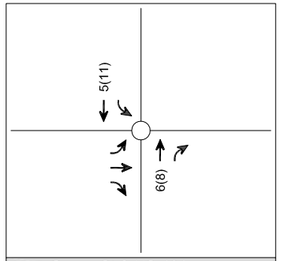
2. Cahuenga Blvd & US-101 SB On-Ramp



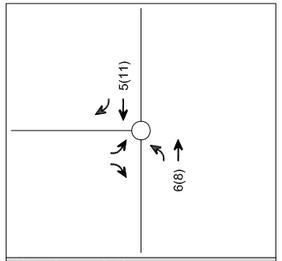
3. Argyle Ave & US-101 SB On-Ramp



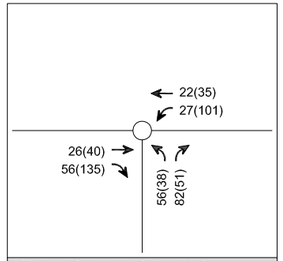
4. Gower St & US-101 NB Off-Ramp



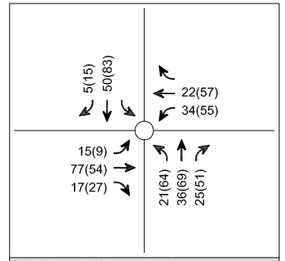
5. Gower St & US-101 SB Off-Ramp / Yucca St



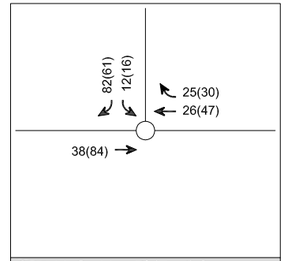
6. Gower St & Yucca St



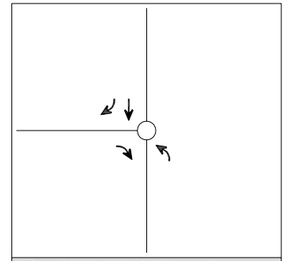
7. McCadden Pl (West) & Selma Ave



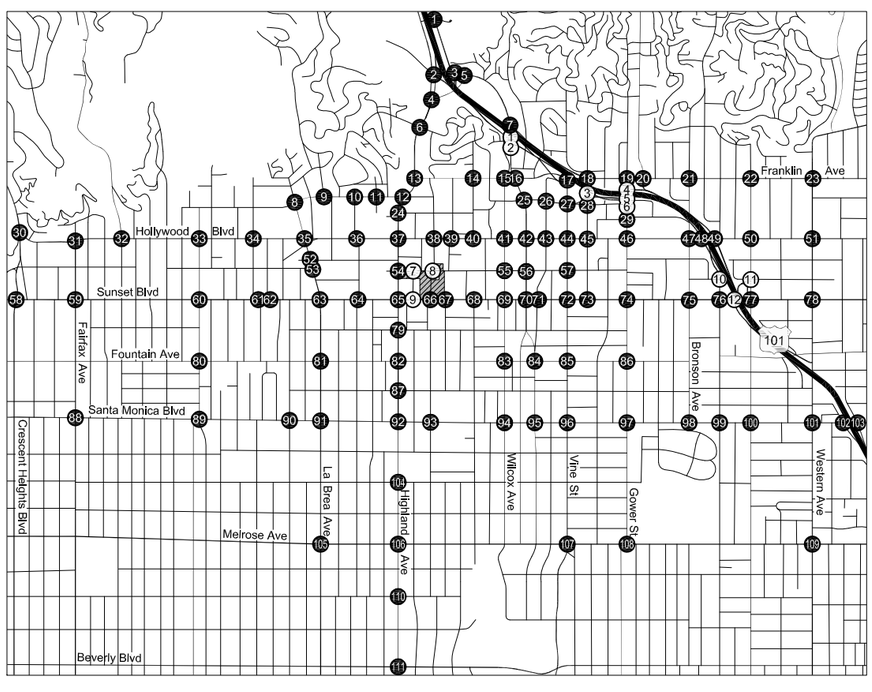
8. Las Palmas Ave & Selma Ave

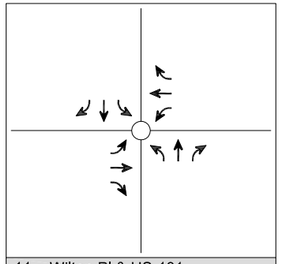


9. McCadden Pl (East) & Sunset Blvd



10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way





11. Wilton Pl & US-101 NB Off-Ramp / Harold Way

12. US 101 SB On-Ramp & Sunset Blvd

UNSIGNALIZED INTERSECTIONS

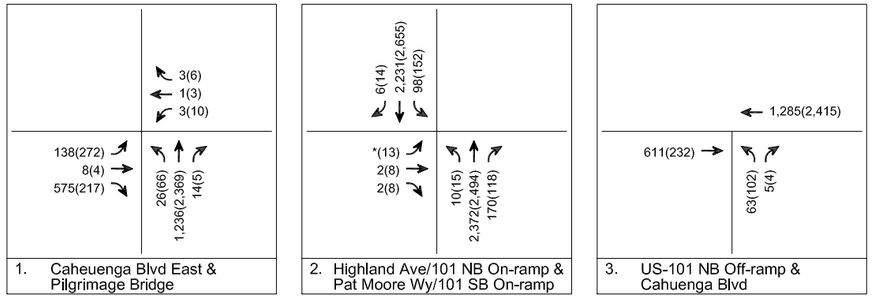
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

WITH TDM PROGRAM PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

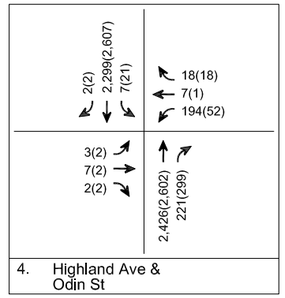
FIGURE
16 (CONT.)



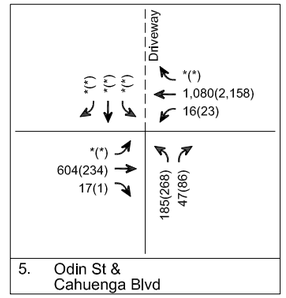
1. Caheuenga Blvd East & Pilgrimage Bridge

2. Highland Ave/101 NB On-ramp & Pat Moore Wy/101 SB On-ramp

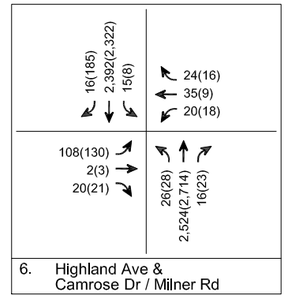
3. US-101 NB Off-ramp & Cahuenga Blvd



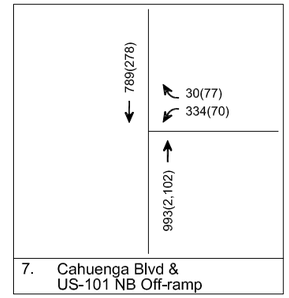
4. Highland Ave & Odin St



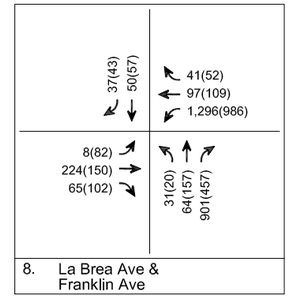
5. Odin St & Cahuenga Blvd



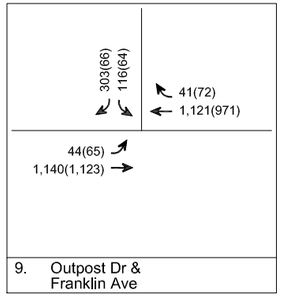
6. Highland Ave & Camrose Dr / Milner Rd



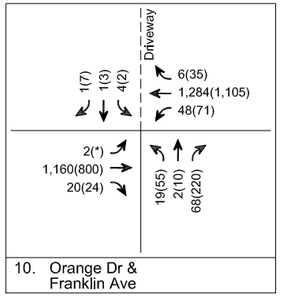
7. Cahuenga Blvd & US-101 NB Off-ramp



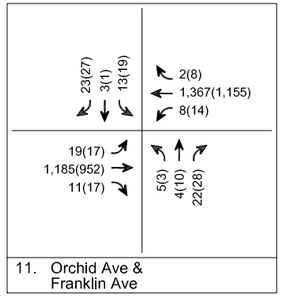
8. La Brea Ave & Franklin Ave



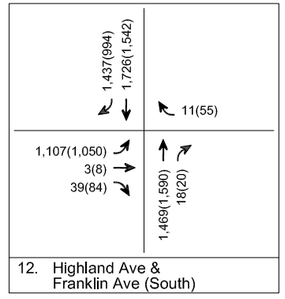
9. Outpost Dr & Franklin Ave



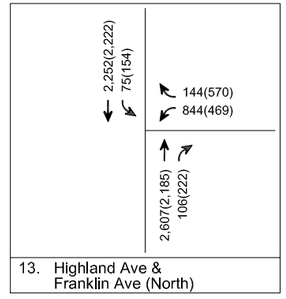
10. Orange Dr & Franklin Ave



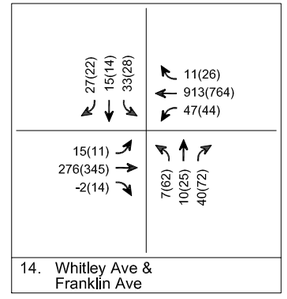
11. Orchid Ave & Franklin Ave



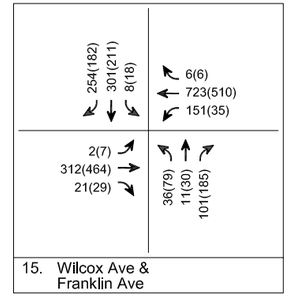
12. Highland Ave & Franklin Ave (South)



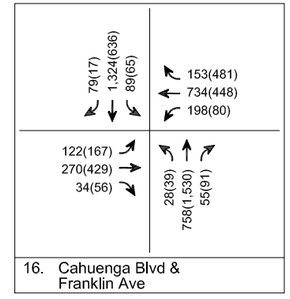
13. Highland Ave & Franklin Ave (North)



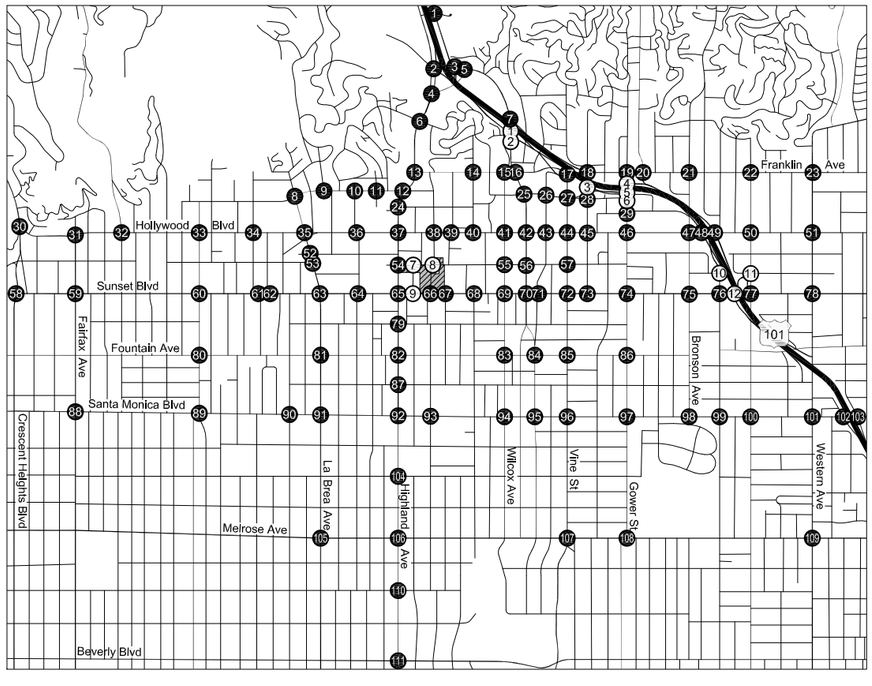
14. Whitley Ave & Franklin Ave

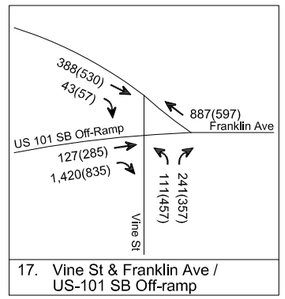


15. Wilcox Ave & Franklin Ave

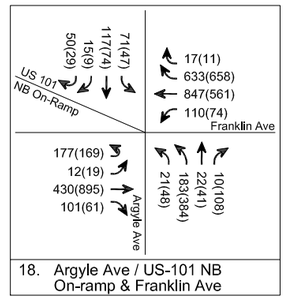


16. Cahuenga Blvd & Franklin Ave

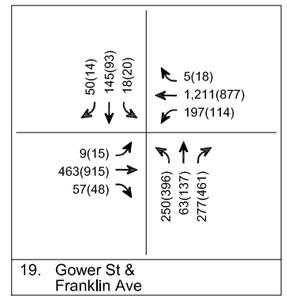




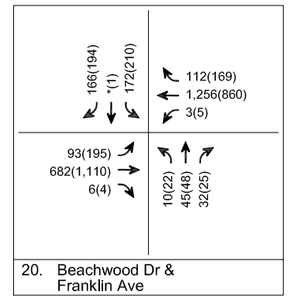
17. Vine St & Franklin Ave / US-101 SB Off-ramp



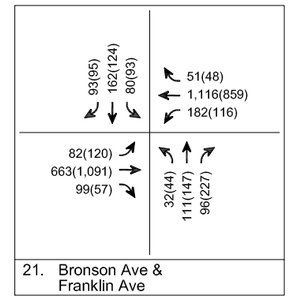
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave



19. Gower St & Franklin Ave



20. Beachwood Dr & Franklin Ave



21. Bronson Ave & Franklin Ave

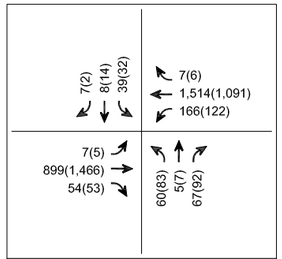
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

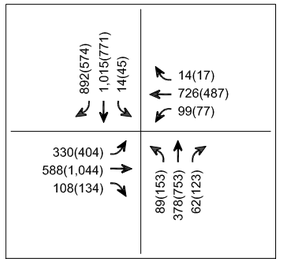
N
Not to Scale

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

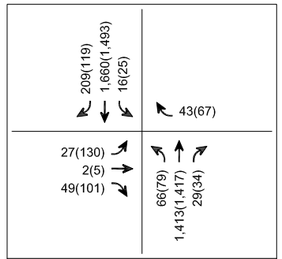
FIGURE 17



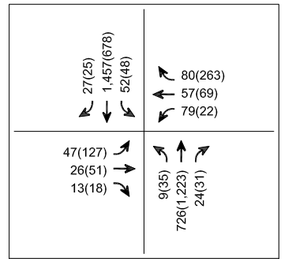
22. Wilton Pl & Franklin Ave



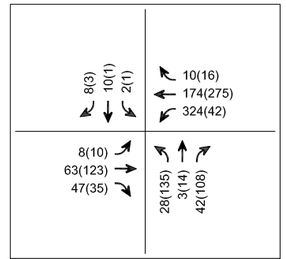
23. Western Ave & Franklin Ave



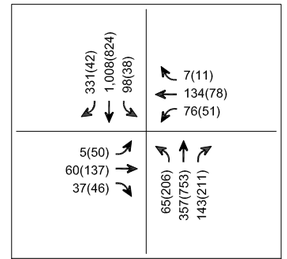
24. Highland Ave & Johnny Grant Way / Yucca St



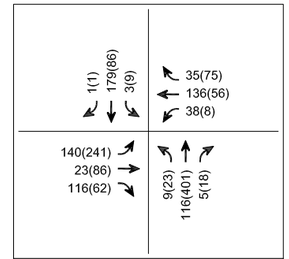
25. Cahuenga Blvd & Yucca St



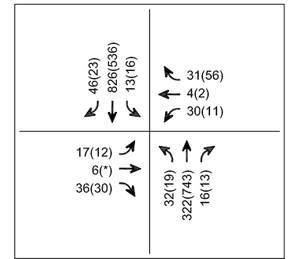
26. Ivar Ave & Yucca St



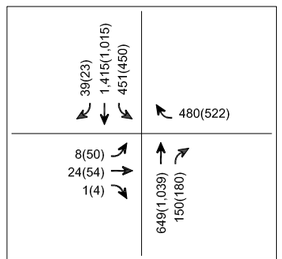
27. Vine St & Yucca St



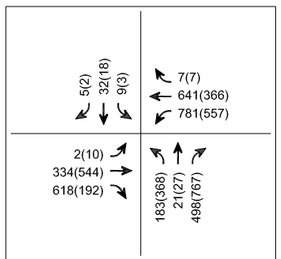
28. Argyle Ave & Yucca St



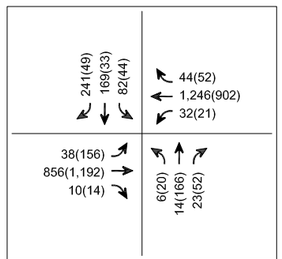
29. Gower St & Carlos Ave



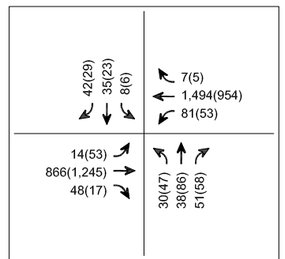
30. Laurel Canyon Blvd & Hollywood Blvd



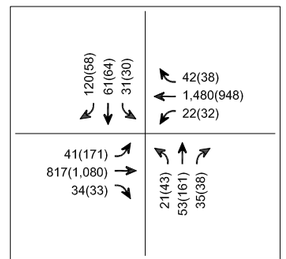
31. Fairfax Ave & Hollywood Blvd



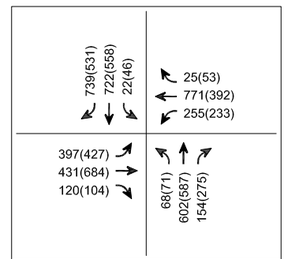
32. Nichols Canyon Rd / Genesee Ave & Hollywood Blvd



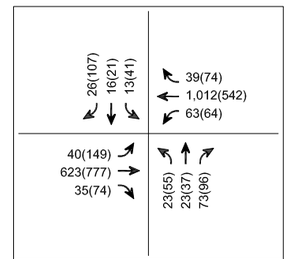
33. Gardner St & Hollywood Blvd



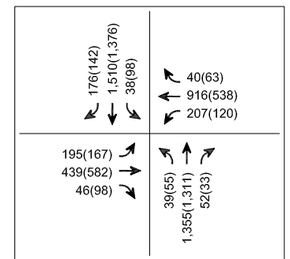
34. Fuller Ave & Hollywood Blvd



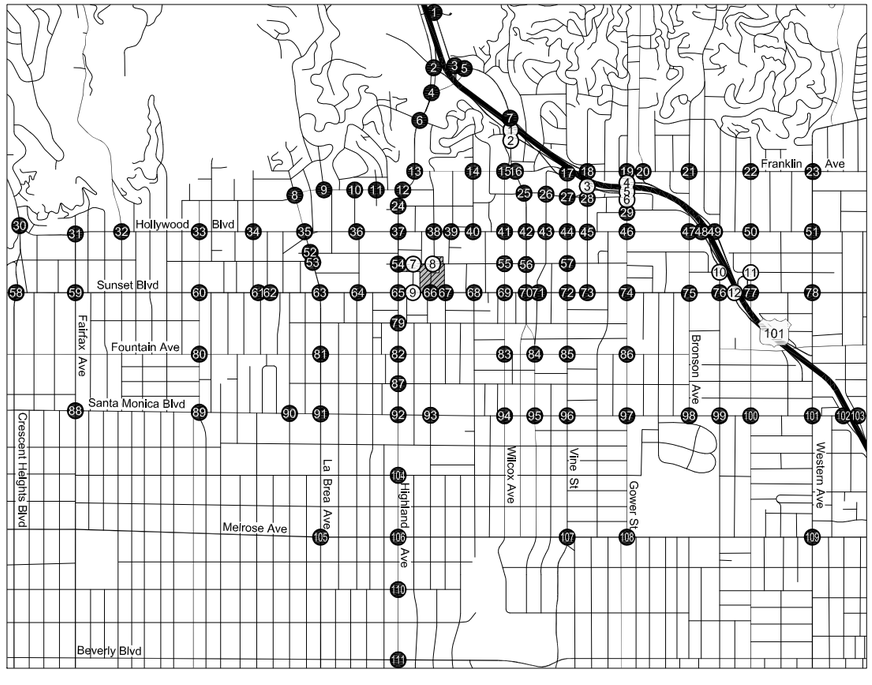
35. La Brea Ave & Hollywood Blvd

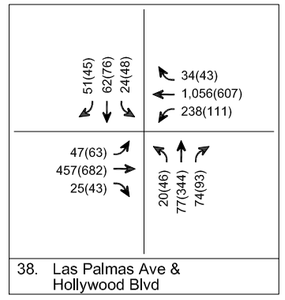


36. Orange Dr & Hollywood Blvd

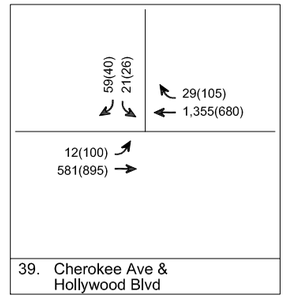


37. Highland Ave & Hollywood Blvd

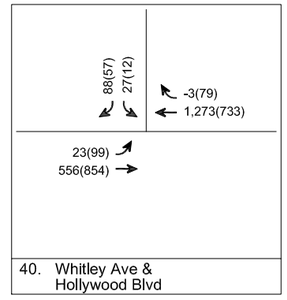




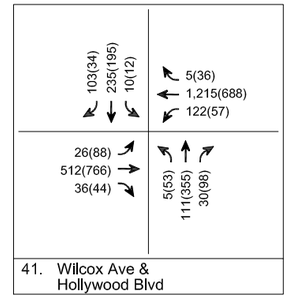
38. Las Palmas Ave & Hollywood Blvd



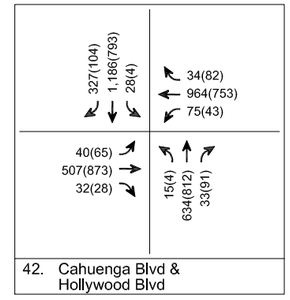
39. Cherokee Ave & Hollywood Blvd



40. Whitley Ave & Hollywood Blvd



41. Wilcox Ave & Hollywood Blvd



42. Cahuenga Blvd & Hollywood Blvd

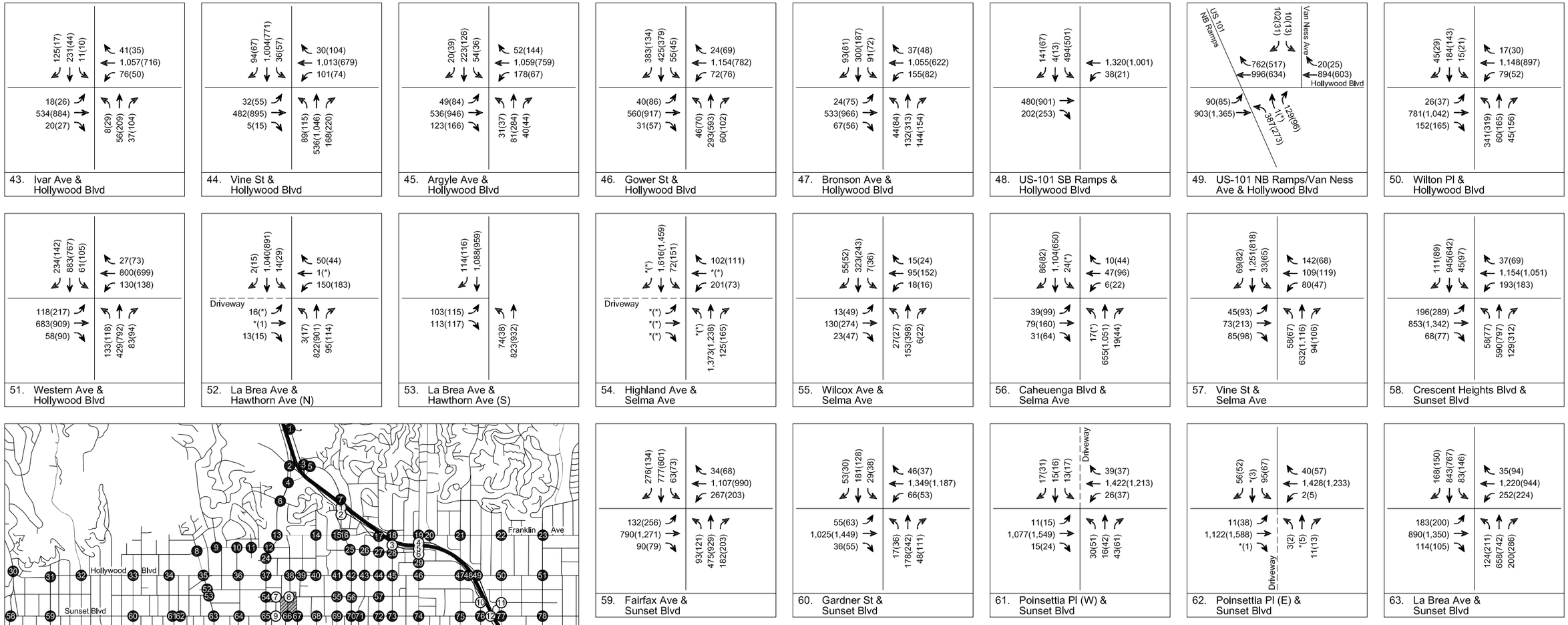
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

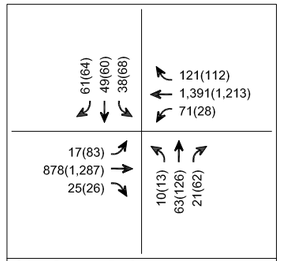
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 (CONT.)

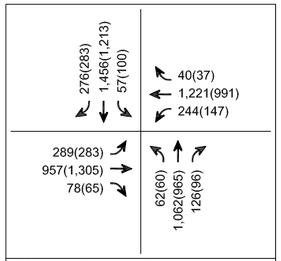


EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

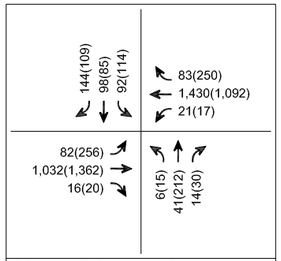
FIGURE
17 (CONT.)



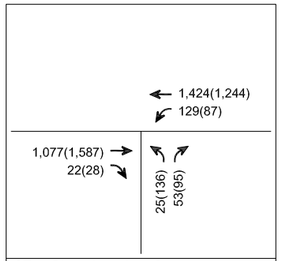
64. Orange Dr & Sunset Blvd



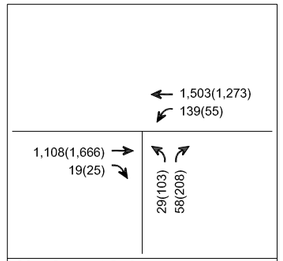
65. Highland Ave & Sunset Blvd



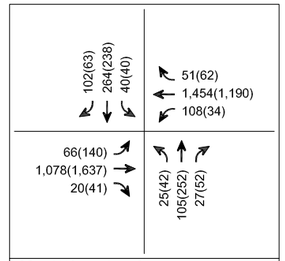
66. Las Palmas Ave & Sunset Blvd



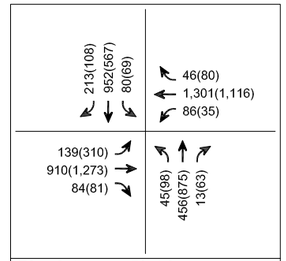
67. Cherokee Ave & Sunset Blvd



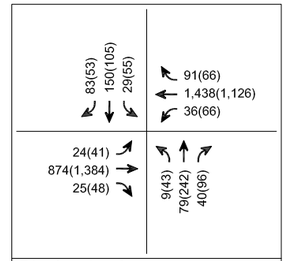
68. Seward St & Sunset Blvd



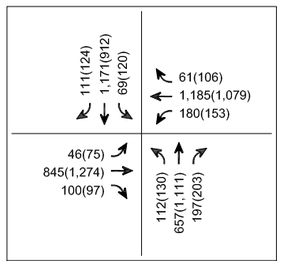
69. Wilcox Ave & Sunset Blvd



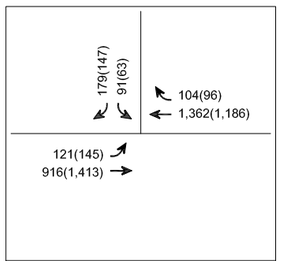
70. Cahuenga Blvd & Sunset Blvd



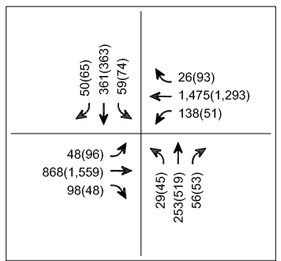
71. Ivar Ave & Sunset Blvd



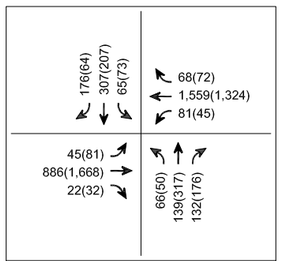
72. Vine St & Sunset Blvd



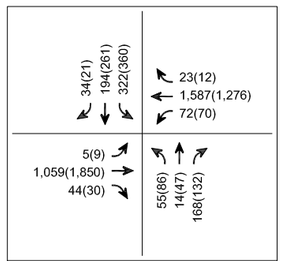
73. Argyle Ave & Sunset Blvd



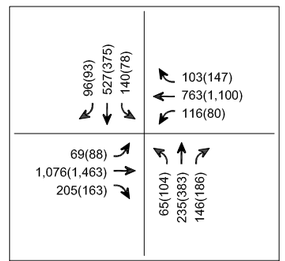
74. Gower St & Sunset Blvd



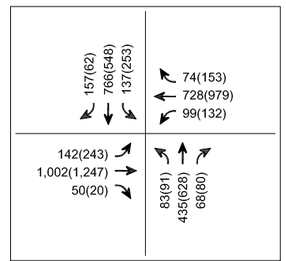
75. Bronson Ave & Sunset Blvd



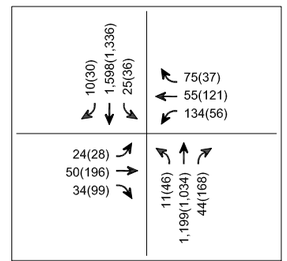
76. Van Ness Ave & Sunset Blvd



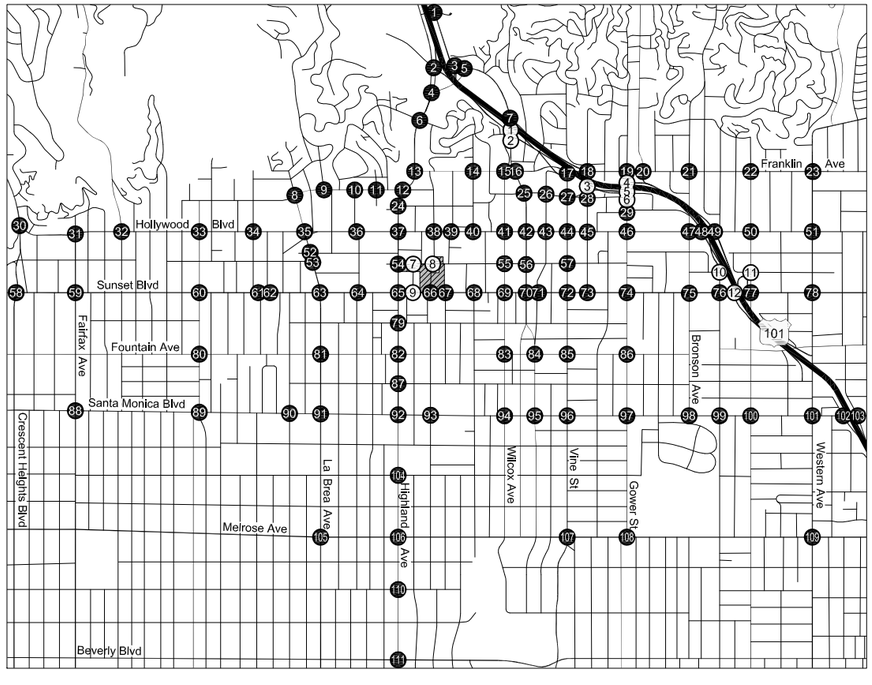
77. Wilton Pl & Sunset Blvd

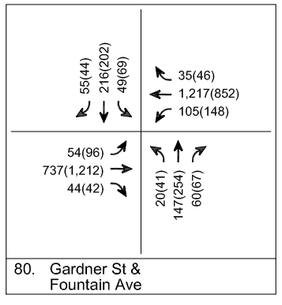


78. Western Ave & Sunset Blvd

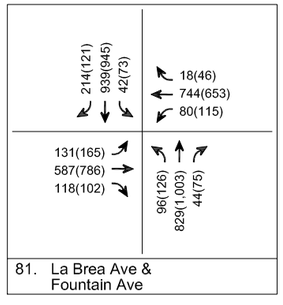


79. Highland Ave & De Longpre Ave

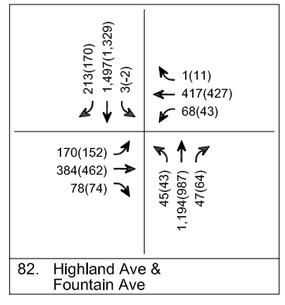




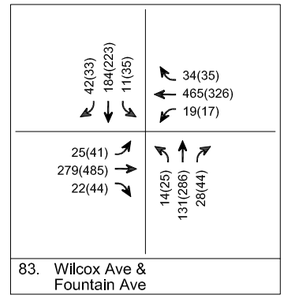
80. Gardner St & Fountain Ave



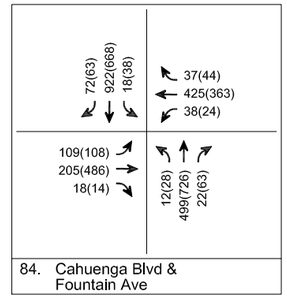
81. La Brea Ave & Fountain Ave



82. Highland Ave & Fountain Ave



83. Wilcox Ave & Fountain Ave



84. Cahuenga Blvd & Fountain Ave

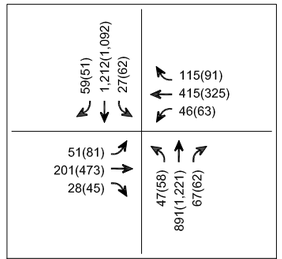
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

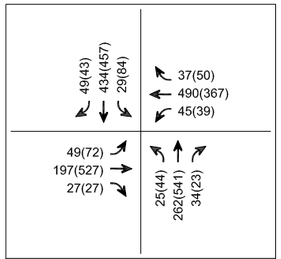
N
Not to Scale

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

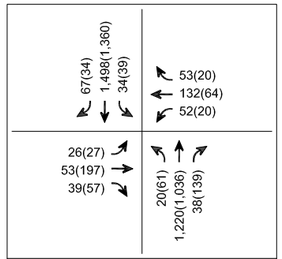
FIGURE
17 (CONT.)



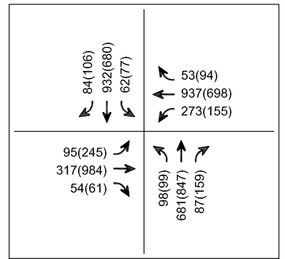
85. Vine St & Fountain Ave



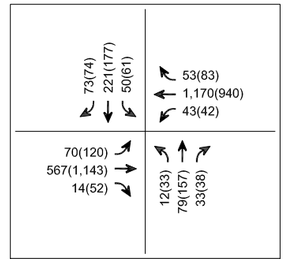
86. Gower St & Fountain Ave



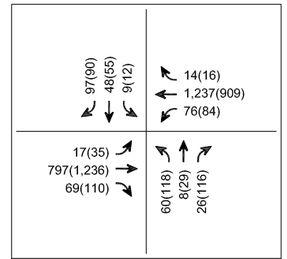
87. Highland Ave & Lexington Ave



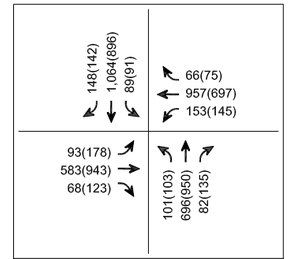
88. Fairfax Ave & Santa Monica Blvd



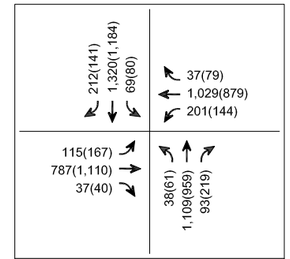
89. Gardner St & Santa Monica Blvd



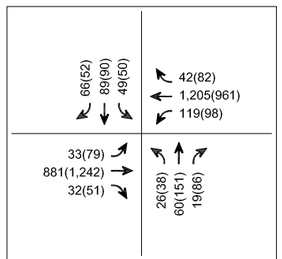
90. Formosa Ave & Santa Monica Blvd



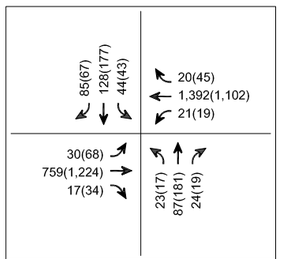
91. La Brea Ave & Santa Monica Blvd



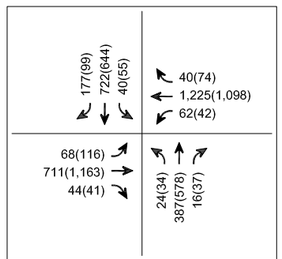
92. Highland Ave & Santa Monica Blvd



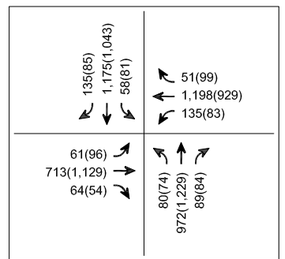
93. Las Palmas Ave & Santa Monica Blvd



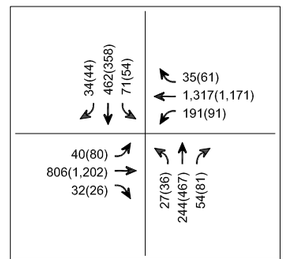
94. Wilcox Ave & Santa Monica Blvd



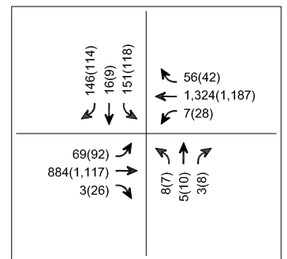
95. Cahuenga Blvd & Santa Monica Blvd



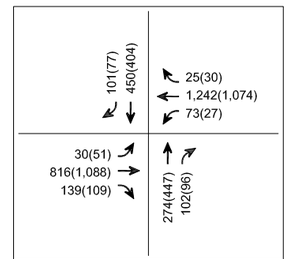
96. Vine St & Santa Monica Blvd



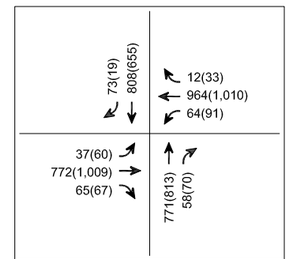
97. Gower St & Santa Monica Blvd



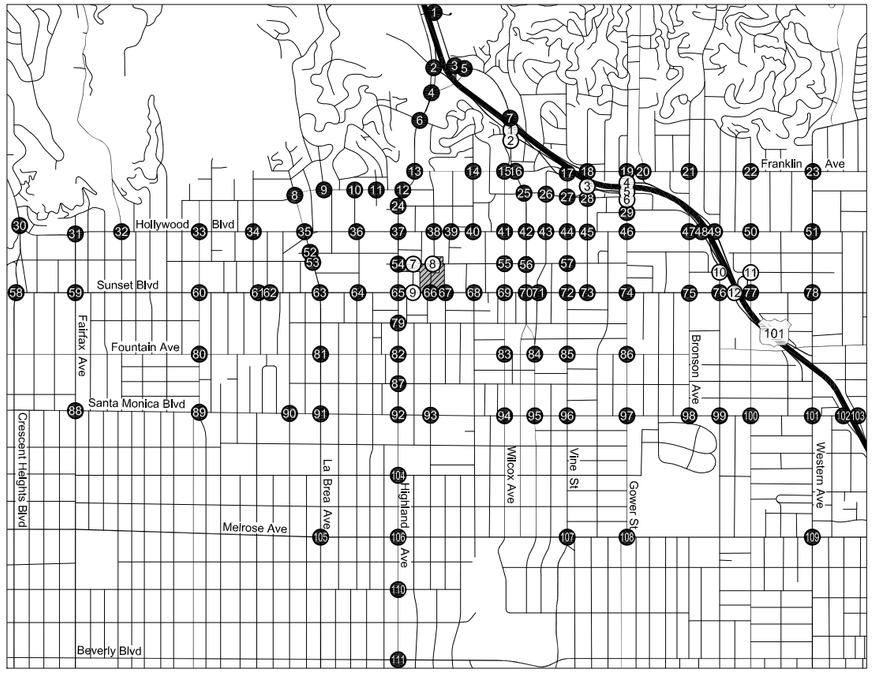
98. Bronson Ave & Santa Monica Blvd

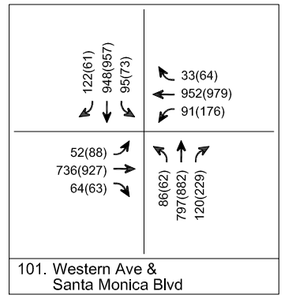


99. Van Ness Ave & Santa Monica Blvd

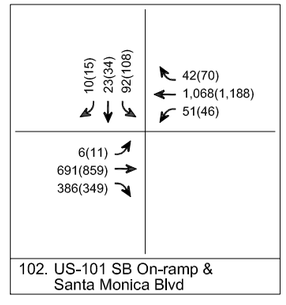


100. Wilton Pl & Santa Monica Blvd

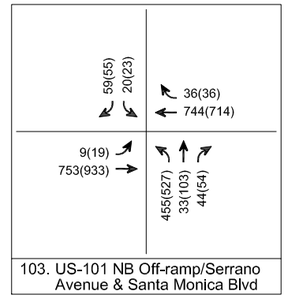




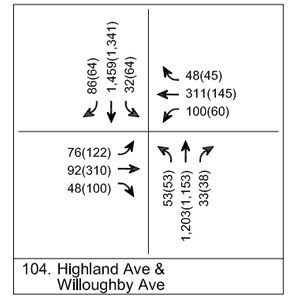
101. Western Ave & Santa Monica Blvd



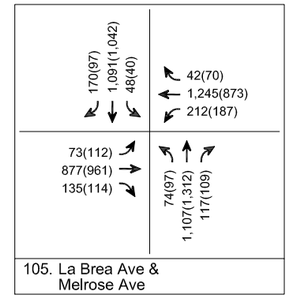
102. US-101 SB On-ramp & Santa Monica Blvd



103. US-101 NB Off-ramp/Serrano Avenue & Santa Monica Blvd



104. Highland Ave & Willoughby Ave



105. La Brea Ave & Melrose Ave

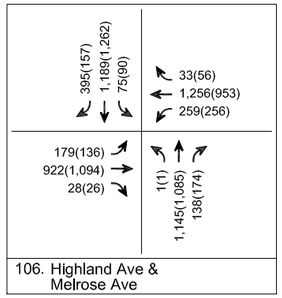
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

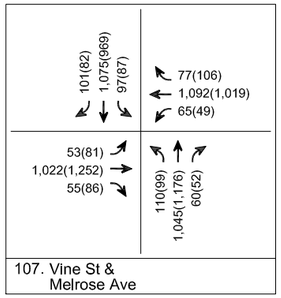
N
Not to Scale

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

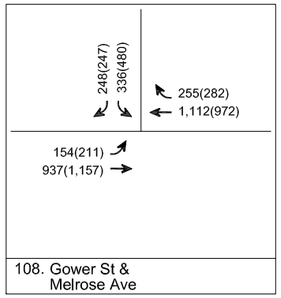
FIGURE
17 (CONT.)



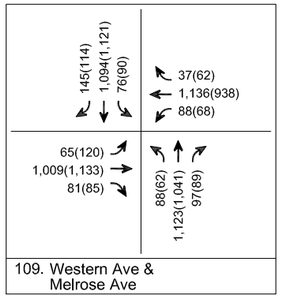
106. Highland Ave & Melrose Ave



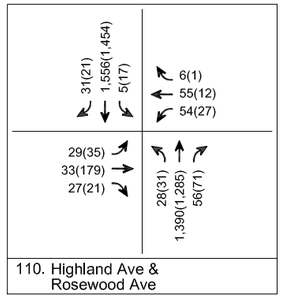
107. Vine St & Melrose Ave



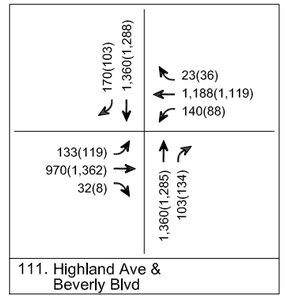
108. Gower St & Melrose Ave



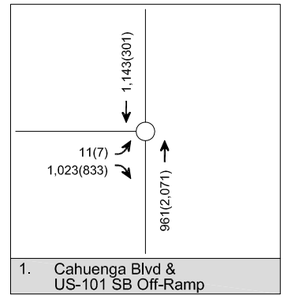
109. Western Ave & Melrose Ave



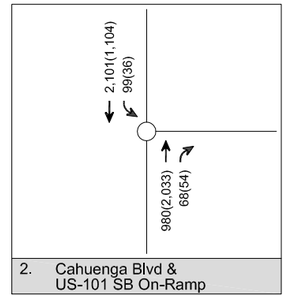
110. Highland Ave & Rosewood Ave



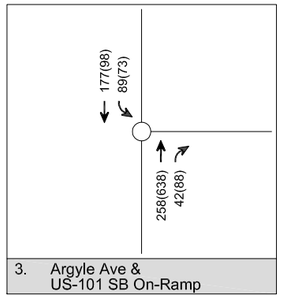
111. Highland Ave & Beverly Blvd



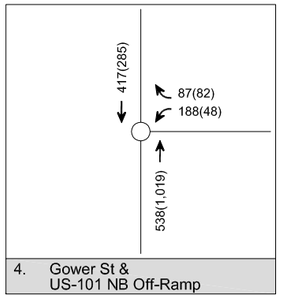
1. Cahuenga Blvd & US-101 SB Off-Ramp



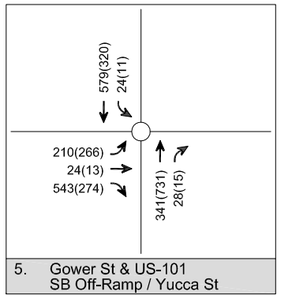
2. Cahuenga Blvd & US-101 SB On-Ramp



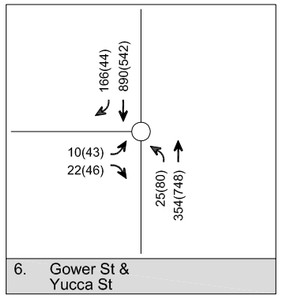
3. Argyle Ave & US-101 SB On-Ramp



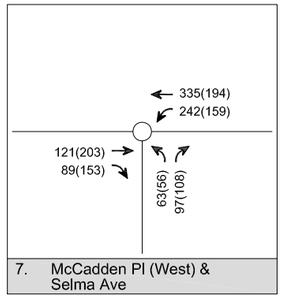
4. Gower St & US-101 NB Off-Ramp



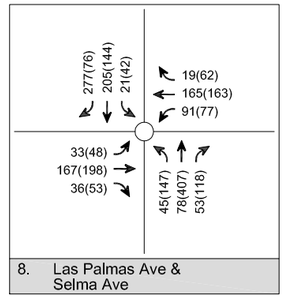
5. Gower St & US-101 SB Off-Ramp / Yucca St



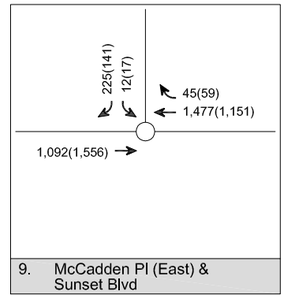
6. Gower St & Yucca St



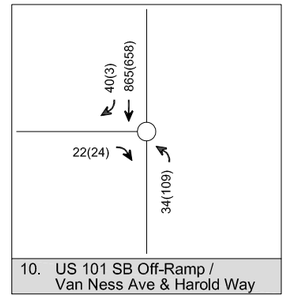
7. McCadden Pl (West) & Selma Ave



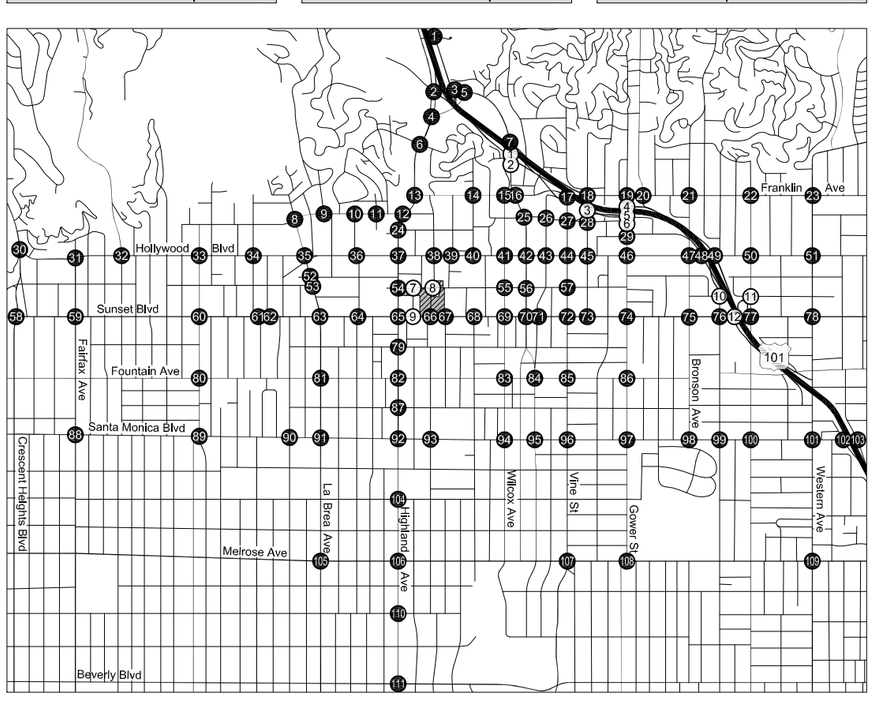
8. Las Palmas Ave & Selma Ave

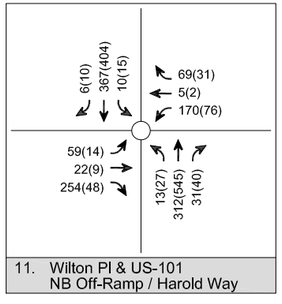


9. McCadden Pl (East) & Sunset Blvd

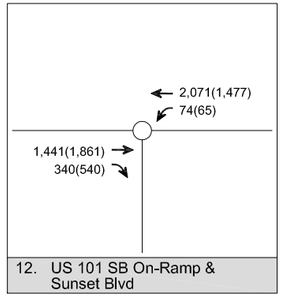


10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way





11. Wilton Pl & US-101 NB Off-Ramp / Harold Way



12. US 101 SB On-Ramp & Sunset Blvd

UNSIGNALIZED INTERSECTIONS

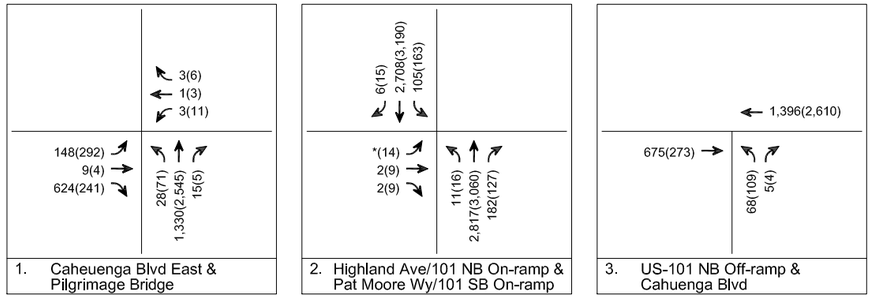
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

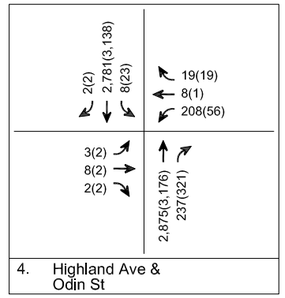
FIGURE
17 (CONT.)



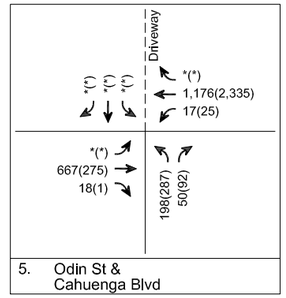
1. Caheuenga Blvd East & Pilgrimage Bridge

2. Highland Ave/101 NB On-ramp & Pat Moore Wy/101 SB On-ramp

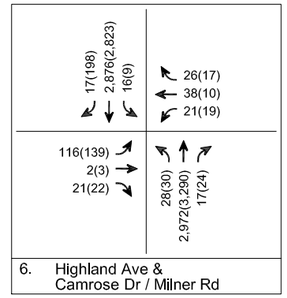
3. US-101 NB Off-ramp & Cahuenga Blvd



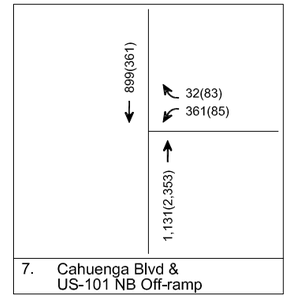
4. Highland Ave & Odin St



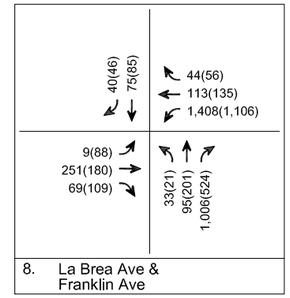
5. Odin St & Cahuenga Blvd



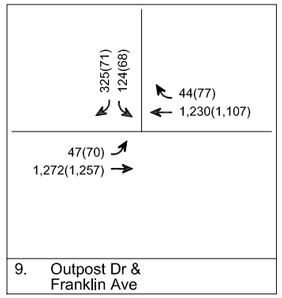
6. Highland Ave & Camrose Dr / Milner Rd



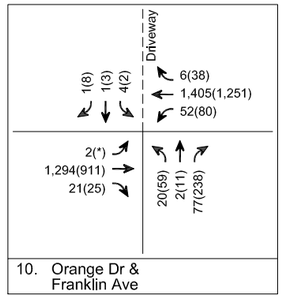
7. Cahuenga Blvd & US-101 NB Off-ramp



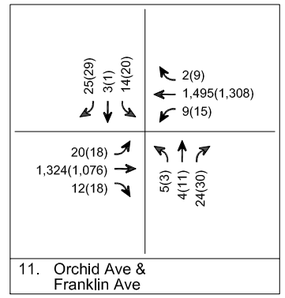
8. La Brea Ave & Franklin Ave



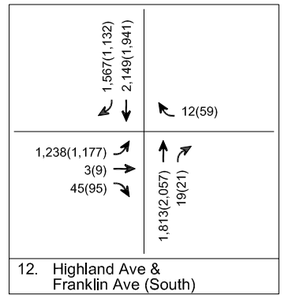
9. Outpost Dr & Franklin Ave



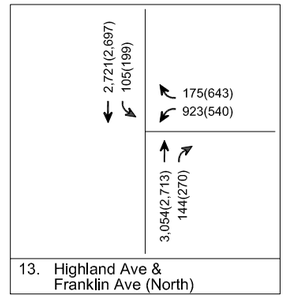
10. Orange Dr & Franklin Ave



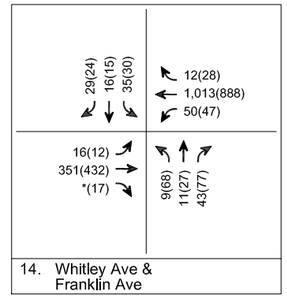
11. Orchid Ave & Franklin Ave



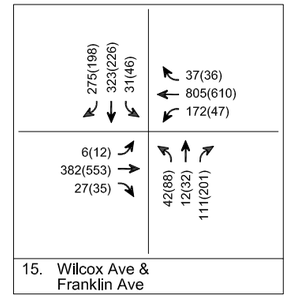
12. Highland Ave & Franklin Ave (South)



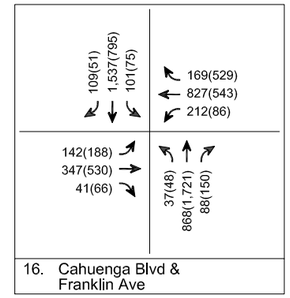
13. Highland Ave & Franklin Ave (North)



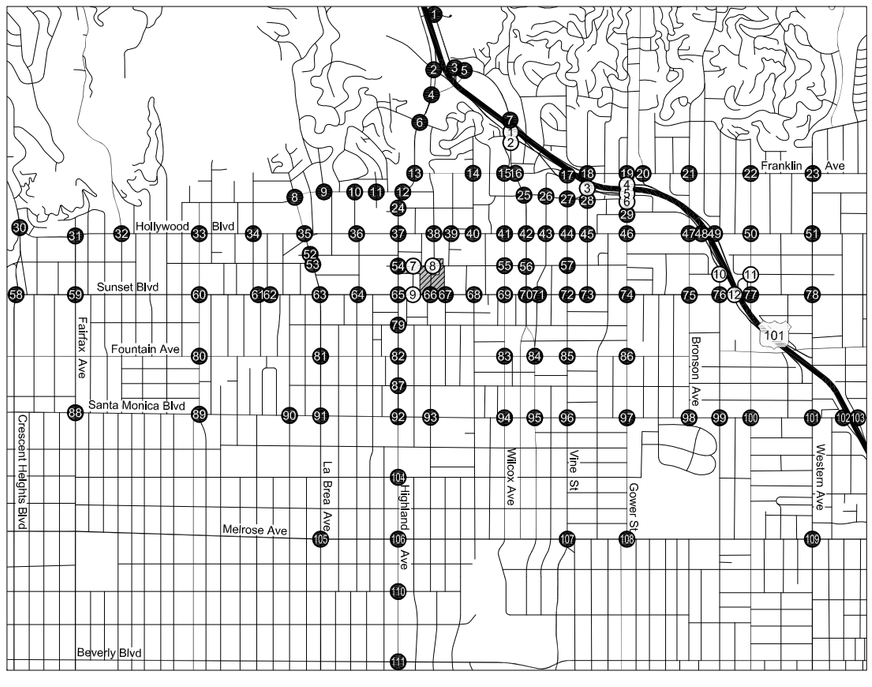
14. Whitley Ave & Franklin Ave

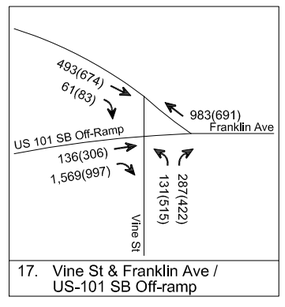


15. Wilcox Ave & Franklin Ave

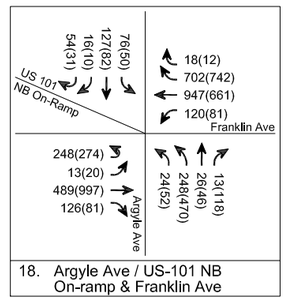


16. Cahuenga Blvd & Franklin Ave

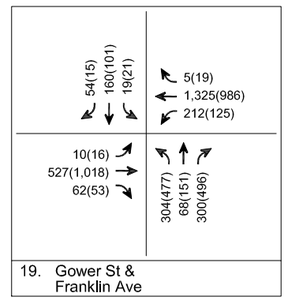




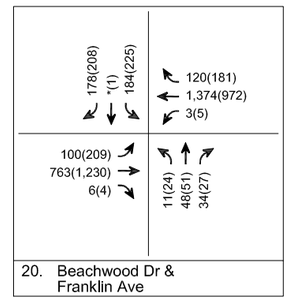
17. Vine St & Franklin Ave / US-101 SB Off-ramp



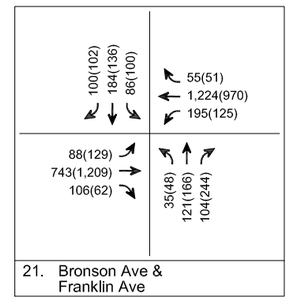
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave



19. Gower St & Franklin Ave



20. Beachwood Dr & Franklin Ave



21. Bronson Ave & Franklin Ave

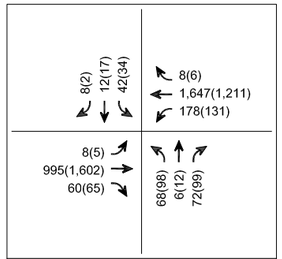
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

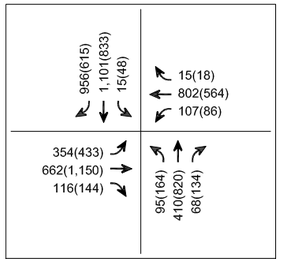
N
Not to Scale

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

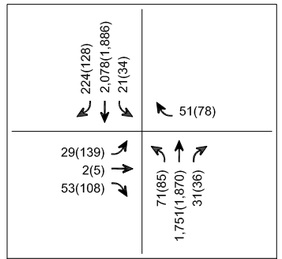
FIGURE 18



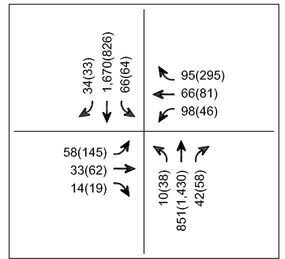
22. Wilton Pl & Franklin Ave



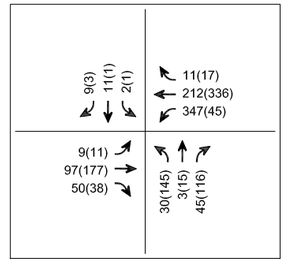
23. Western Ave & Franklin Ave



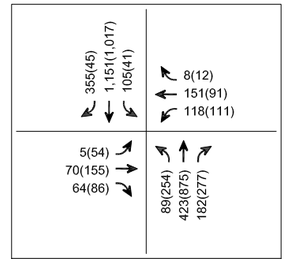
24. Highland Ave & Johnny Grant Way / Yucca St



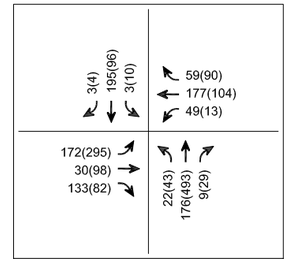
25. Cahuenga Blvd & Yucca St



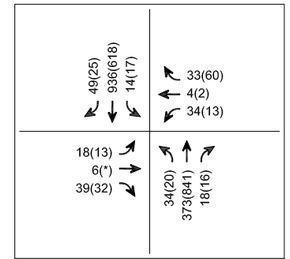
26. Ivar Ave & Yucca St



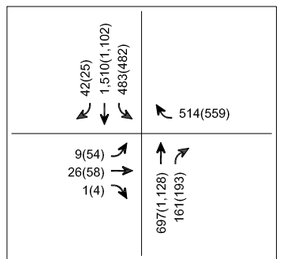
27. Vine St & Yucca St



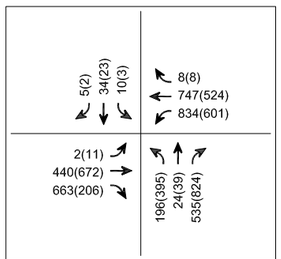
28. Argyle Ave & Yucca St



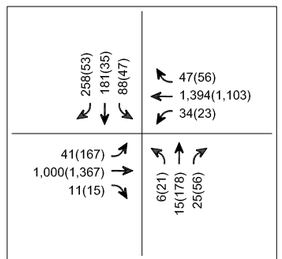
29. Gower St & Carlos Ave



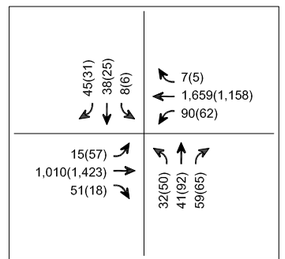
30. Laurel Canyon Blvd & Hollywood Blvd



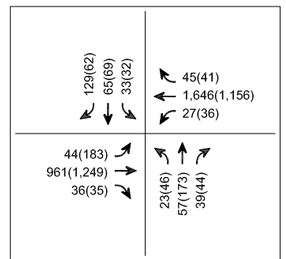
31. Fairfax Ave & Hollywood Blvd



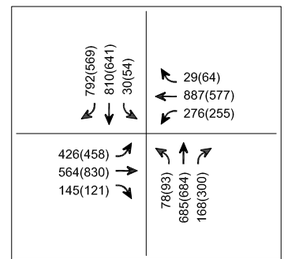
32. Nichols Canyon Rd / Genesee Ave & Hollywood Blvd



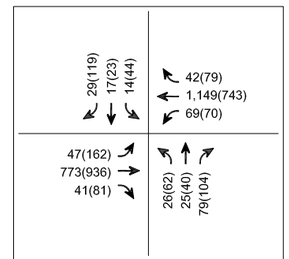
33. Gardner St & Hollywood Blvd



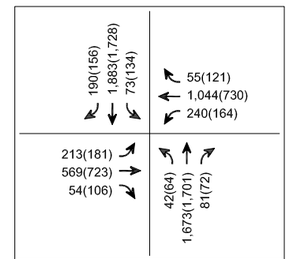
34. Fuller Ave & Hollywood Blvd



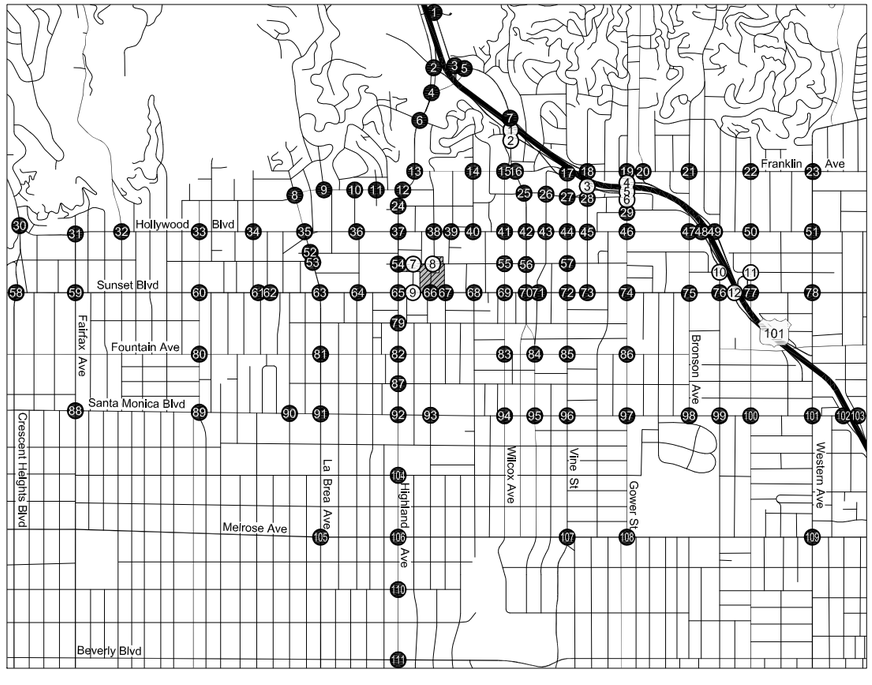
35. La Brea Ave & Hollywood Blvd

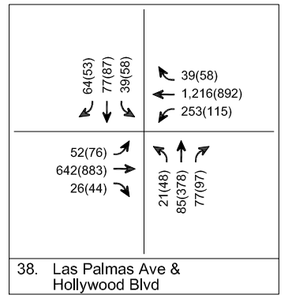


36. Orange Dr & Hollywood Blvd

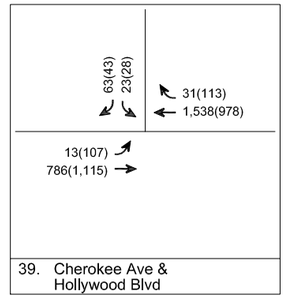


37. Highland Ave & Hollywood Blvd

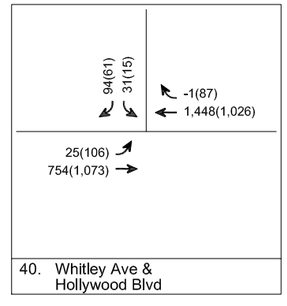




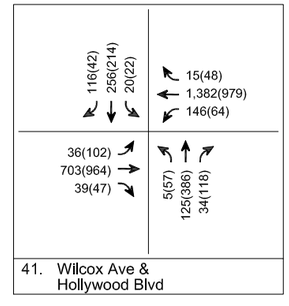
38. Las Palmas Ave & Hollywood Blvd



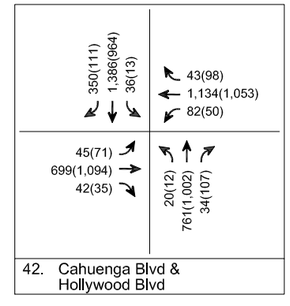
39. Cherokee Ave & Hollywood Blvd



40. Whitley Ave & Hollywood Blvd



41. Wilcox Ave & Hollywood Blvd



42. Cahuenga Blvd & Hollywood Blvd

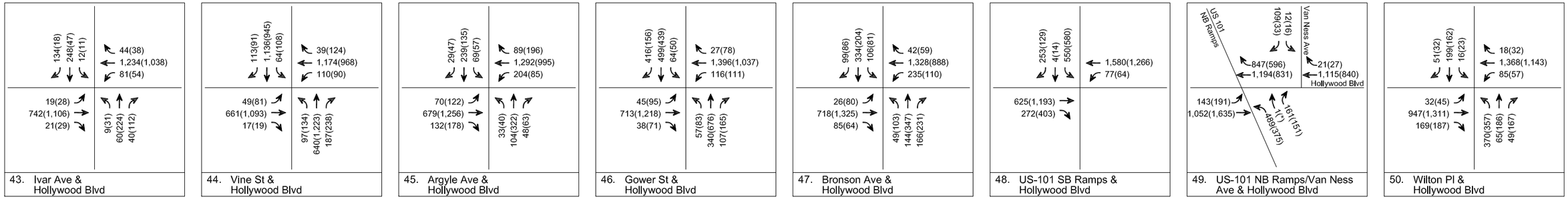
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

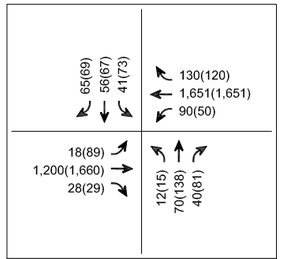
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
18 (CONT.)

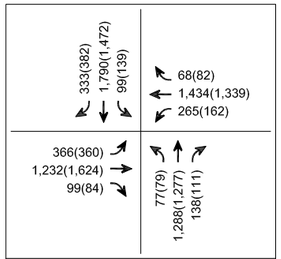


FUTURE WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

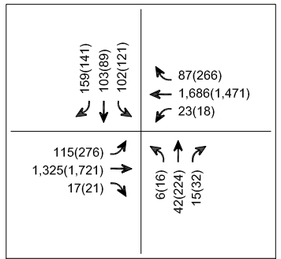
FIGURE
18 (CONT.)



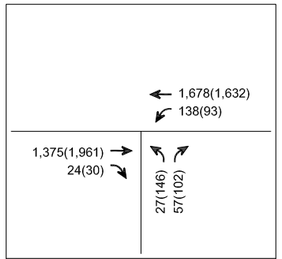
64. Orange Dr & Sunset Blvd



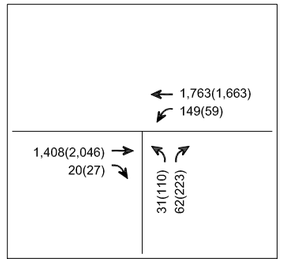
65. Highland Ave & Sunset Blvd



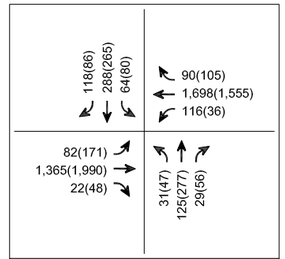
66. Las Palmas Ave & Sunset Blvd



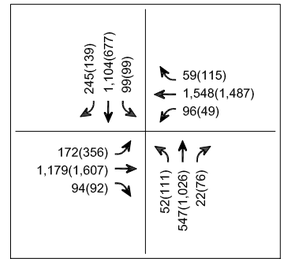
67. Cherokee Ave & Sunset Blvd



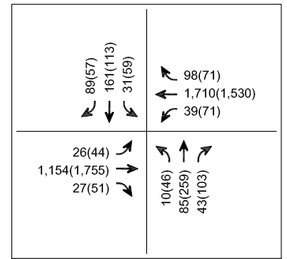
68. Seward St & Sunset Blvd



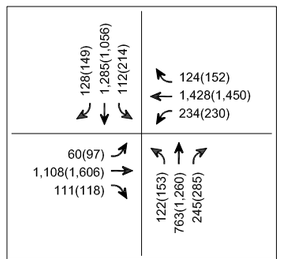
69. Wilcox Ave & Sunset Blvd



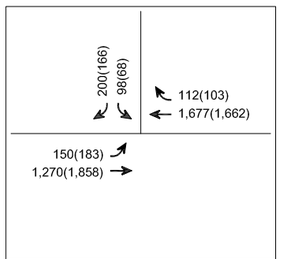
70. Cahuenga Blvd & Sunset Blvd



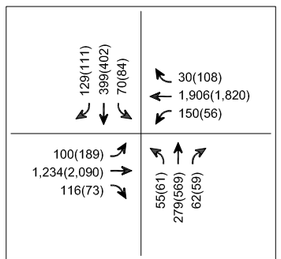
71. Ivar Ave & Sunset Blvd



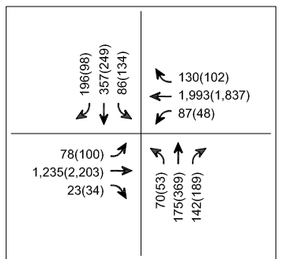
72. Vine St & Sunset Blvd



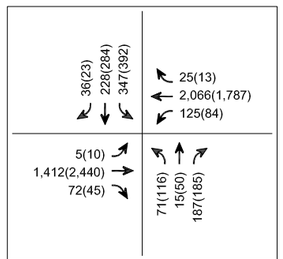
73. Argyle Ave & Sunset Blvd



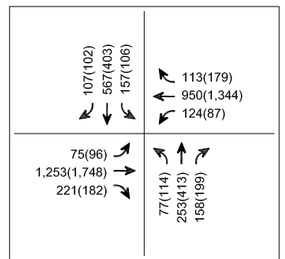
74. Gower St & Sunset Blvd



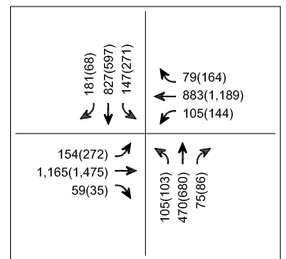
75. Bronson Ave & Sunset Blvd



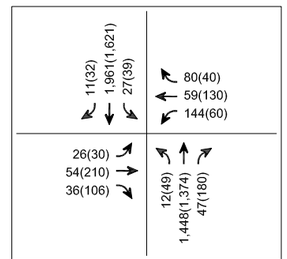
76. Van Ness Ave & Sunset Blvd



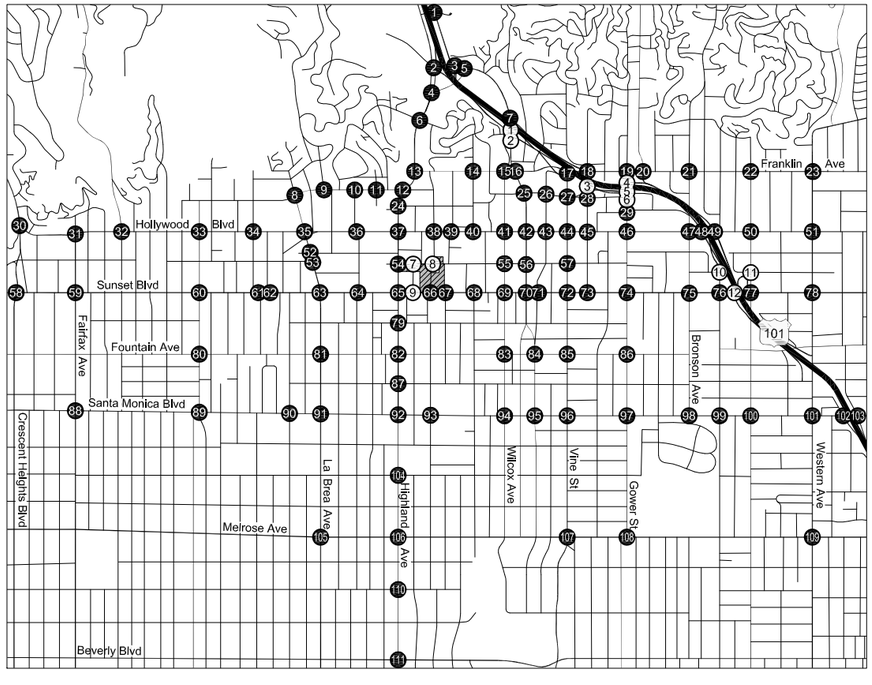
77. Wilton Pl & Sunset Blvd

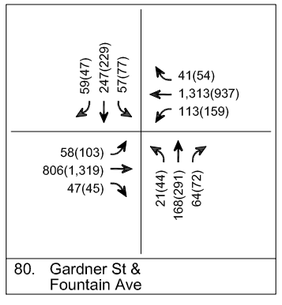


78. Western Ave & Sunset Blvd

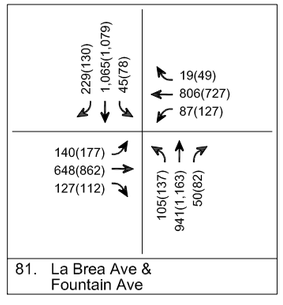


79. Highland Ave & De Longpre Ave

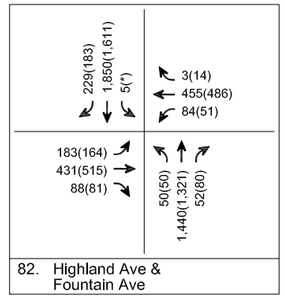




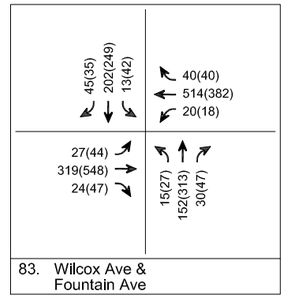
80. Gardner St & Fountain Ave



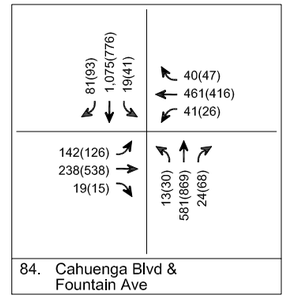
81. La Brea Ave & Fountain Ave



82. Highland Ave & Fountain Ave



83. Wilcox Ave & Fountain Ave



84. Cahuenga Blvd & Fountain Ave

LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
18 (CONT.)

85. Vine St & Fountain Ave
65(63) 1,360(1,304) 31(68)
125(101) 448(368) 49(68)
58(95) 231(517) 30(48)
50(62) 1,048(1,427) 72(66)

86. Gower St & Fountain Ave
54(48) 488(525) 31(90)
40(54) 530(419) 49(47)
54(79) 231(576) 29(29)
27(47) 312(606) 42(26)

87. Highland Ave & Lexington Ave
72(36) 1,872(1,652) 36(42)
57(21) 142(69) 56(21)
28(29) 57(211) 42(61)
21(65) 1,470(1,393) 41(149)

88. Fairfax Ave & Santa Monica Blvd
103(137) 999(731) 108(171)
133(165) 1,137(1,019) 293(166)
121(281) 569(1,277) 59(67)
102(110) 730(917) 93(170)

89. Gardner St & Santa Monica Blvd
78(79) 249(200) 58(68)
60(94) 1,468(1,341) 46(45)
75(129) 877(1,539) 15(56)
13(35) 92(183) 35(41)

90. Formosa Ave & Santa Monica Blvd
104(96) 51(59) 10(13)
15(17) 1,542(1,313) 81(90)
18(38) 1,127(1,642) 74(118)
64(127) 9(31) 28(124)

91. La Brea Ave & Santa Monica Blvd
160(153) 1,191(1,026) 100(101)
73(85) 1,232(1,070) 194(194)
100(192) 891(1,310) 80(148)
117(125) 798(1,099) 112(193)

92. Highland Ave & Santa Monica Blvd
321(236) 1,514(1,348) 148(117)
67(139) 1,382(1,339) 236(201)
183(284) 1,158(1,580) 65(79)
75(97) 1,265(1,153) 166(257)

93. Las Palmas Ave & Santa Monica Blvd
71(56) 95(96) 56(58)
50(91) 1,619(1,527) 133(108)
35(84) 1,398(1,774) 34(55)
28(41) 64(161) 23(96)

94. Wilcox Ave & Santa Monica Blvd
91(72) 142(200) 47(46)
21(48) 1,966(1,596) 23(20)
32(73) 1,111(1,828) 18(36)
25(18) 105(201) 26(20)

95. Cahuenga Blvd & Santa Monica Blvd
250(121) 802(734) 43(60)
43(80) 1,724(1,600) 66(45)
86(164) 1,070(1,726) 47(44)
26(36) 446(671) 17(40)

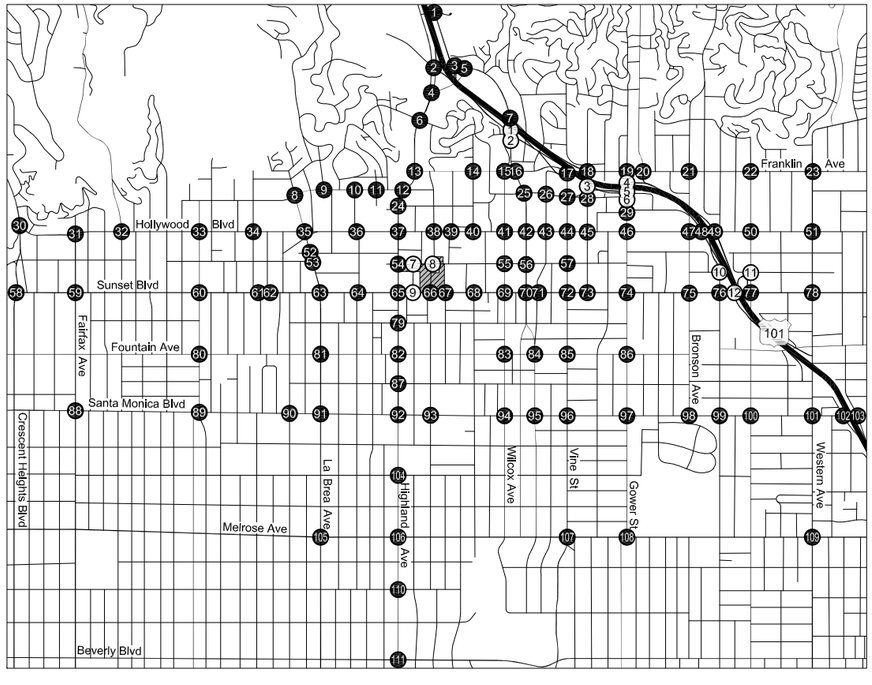
96. Vine St & Santa Monica Blvd
154(109) 1,305(1,211) 70(113)
68(134) 1,684(1,399) 146(88)
75(124) 1,060(1,668) 71(59)
89(81) 1,115(1,389) 100(90)

97. Gower St & Santa Monica Blvd
49(70) 506(396) 81(61)
39(70) 1,812(1,653) 205(98)
68(101) 1,137(1,756) 34(28)
29(39) 271(513) 58(87)

98. Bronson Ave & Santa Monica Blvd
159(133) 17(10) 165(143)
78(49) 1,820(1,664) 8(30)
86(103) 1,213(1,664) 3(28)
9(8) 5(11) 3(9)

99. Van Ness Ave & Santa Monica Blvd
109(91) 484(447)
30(33) 1,748(1,539) 78(29)
41(57) 1,134(1,647) 149(117)
309(483) 109(103)

100. Wilton Pl & Santa Monica Blvd
105(56) 870(716)
13(35) 1,425(1,434) 79(110)
42(70) 1,086(1,559) 70(73)
835(881) 69(98)



101. Western Ave & Santa Monica Blvd
133(62) 1,038(1,066) 110(92)
38(85) 1,401(1,478) 99(192)
111(168) 1,067(1,448) 70(73)
98(67) 883(980) 130(248)

102. US-101 SB On-ramp & Santa Monica Blvd
11(16) 25(36) 99(116)
45(75) 1,529(1,721) 63(60)
6(12) 828(1,096) 615(669)

103. US-101 NB Off-ramp/Serrano Avenue & Santa Monica Blvd
63(59) 21(25)
39(39) 939(926)
10(20) 895(1,176)
738(864) 35(110) 50(82)

104. Highland Ave & Willoughby Ave
92(68) 1,708(1,599) 34(69)
51(48) 333(158) 108(64)
81(131) 101(334) 53(109)
58(61) 1,467(1,417) 36(41)

105. La Brea Ave & Melrose Ave
187(111) 1,227(1,168) 55(47)
45(82) 1,345(951) 228(200)
80(130) 954(1,043) 145(122)
79(104) 1,226(1,487) 126(117)

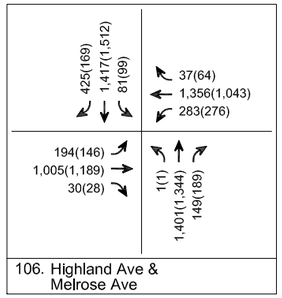
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

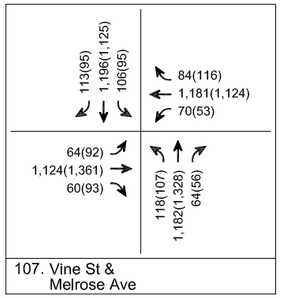
N
Not to Scale

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

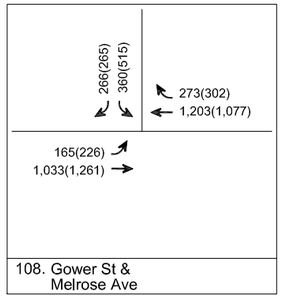
FIGURE
18 (CONT.)



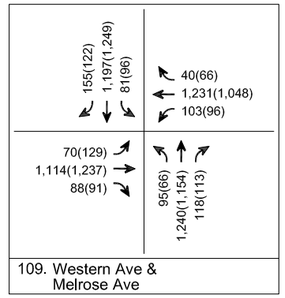
106. Highland Ave & Melrose Ave



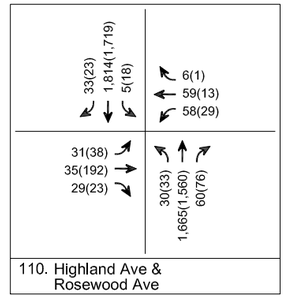
107. Vine St & Melrose Ave



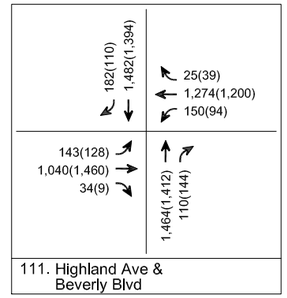
108. Gower St & Melrose Ave



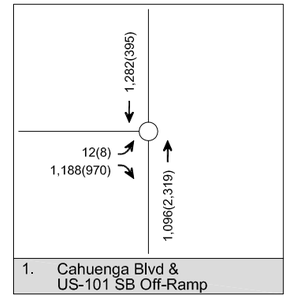
109. Western Ave & Melrose Ave



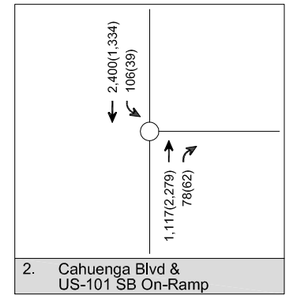
110. Highland Ave & Rosewood Ave



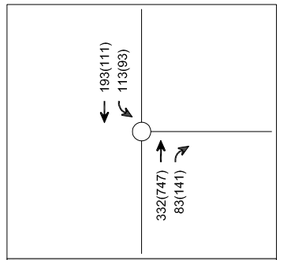
111. Highland Ave & Beverly Blvd



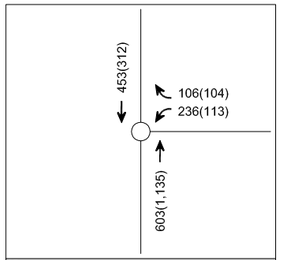
1. Cahuenga Blvd & US-101 SB Off-Ramp



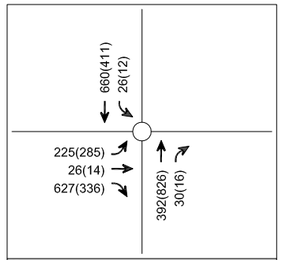
2. Cahuenga Blvd & US-101 SB On-Ramp



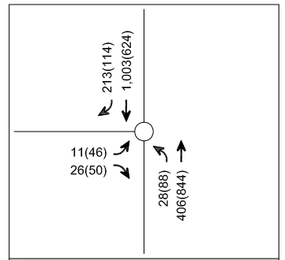
3. Argyle Ave & US-101 SB On-Ramp



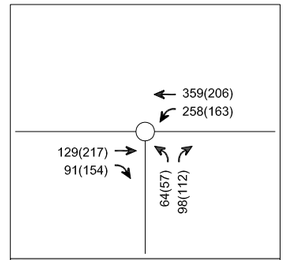
4. Gower St & US-101 NB Off-Ramp



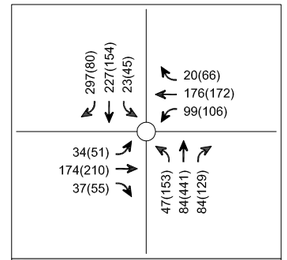
5. Gower St & US-101 SB Off-Ramp / Yucca St



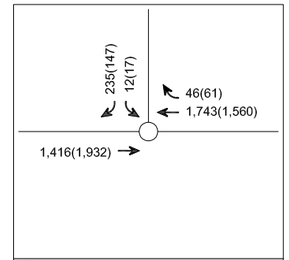
6. Gower St & Yucca St



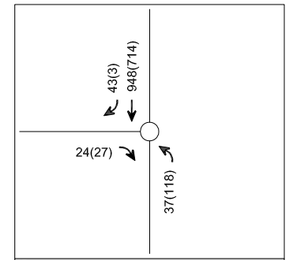
7. McCadden Pl (West) & Selma Ave



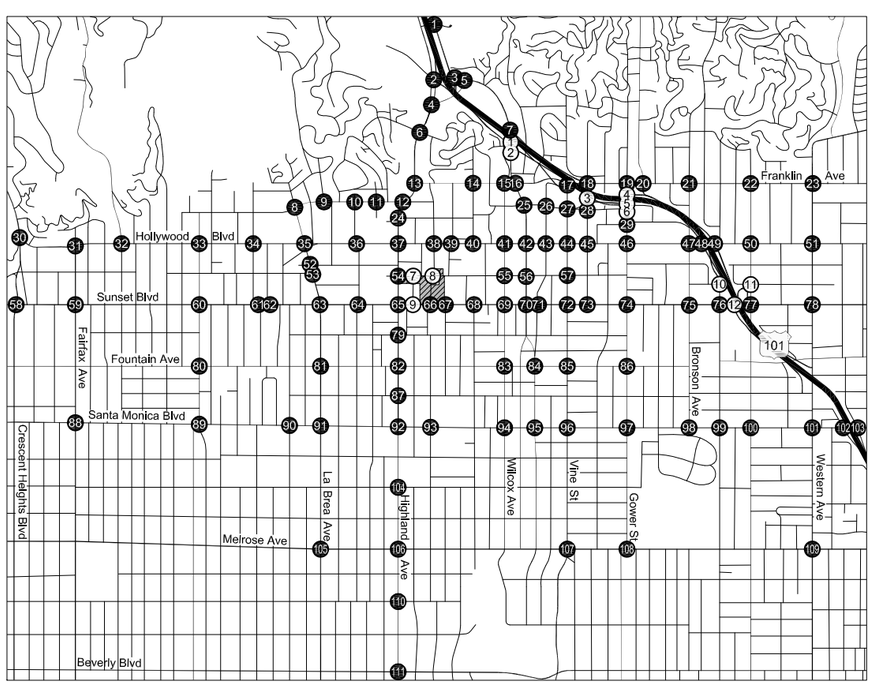
8. Las Palmas Ave & Selma Ave

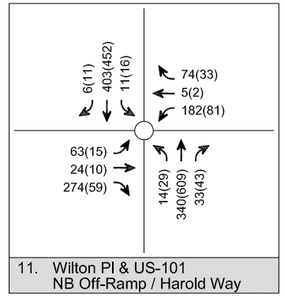


9. McCadden Pl (East) & Sunset Blvd

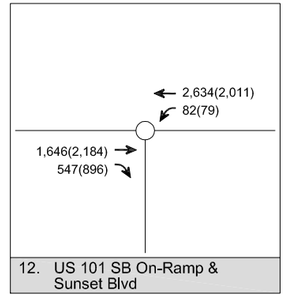


10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way





11. Wilton Pl & US-101 NB Off-Ramp / Harold Way



12. US 101 SB On-Ramp & Sunset Blvd

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
18 (CONT.)

TABLE 11
PROJECT WITH TDM PROGRAM
TRIP GENERATION

Land Use	ITE Land Use	Size	Weekday						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project [a]									
Apartments	220	760 du	4,296	66	264	330	260	140	400
Condominiums	230	190 du	938	12	59	71	56	28	84
Hotel [b]	310	308 rooms	2,139	82	57	139	80	77	157
Office	710	95.0 ksf	891	110	16	126	20	101	121
Shopping Center [c]	820	61.8 ksf	1,210	17	10	27	50	55	105
Supermarket	850	40.0 ksf	1,877	38	24	62	89	85	174
Quality Restaurant	931	41.6 ksf	2,434	13	9	22	121	81	202
High-Turnover Restaurant	932	41.6 ksf	3,059	143	117	260	142	95	237
TOTAL - PROPOSED PROJECT			**16,844**	**481**	**556**	**1,037**	**818**	**662**	**1,480**
TDM Program Reduction									
Apartments	220	760 du							
TDM Program Reduction - 10%			*(430)*	*(7)*	*(26)*	*(33)*	*(26)*	*(14)*	*(40)*
Condominiums	230	190 du							
TDM Program Reduction - 10%			*(94)*	*(1)*	*(6)*	*(7)*	*(6)*	*(3)*	*(8)*
Hotel [b]	310	308 rooms							
TDM Program Reduction - 10%			*(214)*	*(8)*	*(6)*	*(14)*	*(8)*	*(8)*	*(16)*
Office	710	95.0 ksf							
TDM Program Reduction - 15%			*(134)*	*(17)*	*(2)*	*(19)*	*(3)*	*(15)*	*(18)*
Shopping Center [c]	820	61.8 ksf							
TDM Program Reduction - 10%			*(121)*	*(2)*	*(1)*	*(3)*	*(5)*	*(6)*	*(11)*
Supermarket	850	40.0 ksf							
TDM Program Reduction - 10%			*(188)*	*(4)*	*(2)*	*(6)*	*(9)*	*(9)*	*(17)*
Quality Restaurant	931	41.6 ksf							
TDM Program Reduction - 10%			*(243)*	*(1)*	*(1)*	*(2)*	*(12)*	*(8)*	*(20)*
High-Turnover Restaurant	932	41.6 ksf							
TDM Program Reduction - 10%			*(306)*	*(14)*	*(12)*	*(26)*	*(14)*	*(10)*	*(24)*
TOTAL - TDM PROGRAM REDUCTION			**(1,730)**	**(54)**	**(56)**	**(110)**	**(83)**	**(73)**	**(154)**
TOTAL - EXISTING USES [d]			**(1,839)**	**(110)**	**(48)**	**(158)**	**(73)**	**(124)**	**(197)**
TOTAL - NET NEW PROJECT TRIPS WITH TDM PROGRAM			**13,275**	**317**	**452**	**769**	**662**	**465**	**1,129**

ksf: 1,000 square feet
du: dwelling units
[a] See Table 8b for calculation of Project trip generation.
[b] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the retail and restaurant uses within the hotel were considered separately and included in the total retail and restaurant square footage to provide a conservative analysis.
[c] Shopping center includes retail, restaurant, and recreational uses.
[d] See Table 8A for calcuation of the Existing Use trip generation.

TABLE 12
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions				Existing with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Caheuenga Blvd East &	AM	0.561	A	0.566	A	0.005	NO	0.566	A	0.005	NO
	Pilgrimage Bridge	PM	0.628	B	0.632	B	0.004	NO	0.632	B	0.004	NO
2.	Highland Ave / US-101 NB On-ramp &	AM	0.424	A	0.431	A	0.007	NO	0.420	A	-0.004	NO
	Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	PM	0.532	A	0.542	A	0.010	NO	0.531	A	-0.001	NO
3.	US-101 NB Off-ramp &	AM	0.369	A	0.375	A	0.006	NO	0.374	A	0.005	NO
	Cahuenga Blvd	PM	0.771	C	0.777	C	0.006	NO	0.776	C	0.005	NO
4.	Highland Ave &	AM	0.632	B	0.639	B	0.007	NO	0.628	B	-0.004	NO
	Odin St	PM	0.579	A	0.587	A	0.008	NO	0.575	A	-0.004	NO
5.	Odin St &	AM	0.427	A	0.428	A	0.001	NO	0.428	A	0.001	NO
	Cahuenga Blvd	PM	0.776	C	0.782	C	0.006	NO	0.781	C	0.005	NO
6.	Highland Ave &	AM	0.592	A	0.601	B	0.009	NO	0.589	A	-0.003	NO
	Camrose Dr / Milner Rd	PM	0.620	B	0.631	B	0.011	NO	0.619	B	-0.001	NO
7.	Cahuenga Blvd &	AM	0.344	A	0.353	A	0.009	NO	0.353	A	0.009	NO
	US-101 NB Off-ramp	PM	0.643	B	0.653	B	0.010	NO	0.652	B	0.009	NO
8.	La Brea Ave &	AM	0.558	A	0.563	A	0.005	NO	0.552	A	-0.006	NO
	Franklin Ave	PM	0.450	A	0.456	A	0.006	NO	0.445	A	-0.005	NO
9.	Outpost Dr &	AM	0.645	B	0.647	B	0.002	NO	0.637	B	-0.008	NO
	Franklin Ave	PM	0.487	A	0.492	A	0.005	NO	0.481	A	-0.006	NO
10.	Orange Dr &	AM	0.487	A	0.489	A	0.002	NO	0.479	A	-0.008	NO
	Franklin Ave	PM	0.563	A	0.567	A	0.004	NO	0.556	A	-0.007	NO
11.	Orchid Ave &	AM	0.415	A	0.415	A	0.000	NO	0.405	A	-0.010	NO
	Franklin Ave	PM	0.358	A	0.358	A	0.000	NO	0.348	A	-0.010	NO
12.	Highland Ave &	AM	1.051	F *	1.051	F *	0.000	NO	1.041	F *	-0.010	NO
	Franklin Ave (South)	PM	0.776	F *	0.776	F *	0.000	NO	0.766	F *	-0.010	NO
13.	Highland Ave &	AM	0.889	F *	0.899	F *	0.010	**YES**	0.878	F *	-0.011	NO
	Franklin Ave (North)	PM	0.802	F *	0.812	F *	0.010	**YES**	0.801	F *	-0.001	NO
14.	Whitley Ave &	AM	0.630	B	0.635	B	0.005	NO	0.607	B	-0.023	NO
	Franklin Ave	PM	0.595	A	0.606	B	0.011	NO	0.578	A	-0.017	NO
15.	Wilcox Ave &	AM	0.781	C	0.787	C	0.006	NO	0.777	C	-0.004	NO
	Franklin Ave	PM	0.574	A	0.584	A	0.010	NO	0.573	A	-0.001	NO
16.	Cahuenga Blvd &	AM	0.921	E	0.933	E	0.012	**YES**	0.921	E	0.000	NO
	Franklin Ave	PM	0.855	D	0.866	D	0.011	NO	0.854	D	-0.001	NO
17.	Vine St &	AM	0.309	A	0.314	A	0.005	NO	0.303	A	-0.006	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.364	A	0.371	A	0.007	NO	0.361	A	-0.003	NO
18.	Argyle Ave / US-101 NB On-ramp &	AM	0.723	C	0.731	C	0.008	NO	0.721	C	-0.002	NO
	Franklin Ave	PM	0.731	C	0.738	C	0.007	NO	0.726	C	-0.005	NO
19.	Gower St &	AM	0.612	B	0.619	B	0.007	NO	0.598	A	-0.014	NO
	Franklin Ave	PM	0.687	B	0.701	C	0.014	NO	0.681	B	-0.006	NO
20.	Beachwood Dr &	AM	0.632	B	0.638	B	0.006	NO	0.617	B	-0.015	NO
	Franklin Ave	PM	0.613	B	0.622	B	0.009	NO	0.602	B	-0.011	NO
21.	Bronson Ave &	AM	0.593	A	0.597	A	0.004	NO	0.579	A	-0.014	NO
	Franklin Ave	PM	0.705	C	0.709	C	0.004	NO	0.691	B	-0.014	NO
22.	Wilton Pl &	AM	0.532	A	0.535	A	0.003	NO	0.516	A	-0.016	NO
	Franklin Ave	PM	0.635	B	0.639	B	0.004	NO	0.621	B	-0.014	NO
23.	Western Ave &	AM	0.855	D	0.858	D	0.003	NO	0.838	D	-0.017	NO
	Franklin Ave	PM	0.753	C	0.755	C	0.002	NO	0.736	C	-0.017	NO
24.	Highland Ave &	AM	0.368	A	0.376	A	0.008	NO	0.359	A	-0.009	NO
	Johnny Grant Way / Yucca St	PM	0.384	A	0.398	A	0.014	NO	0.381	A	-0.003	NO
25.	Cahuenga Blvd &	AM	0.495	A	0.503	A	0.008	NO	0.502	A	0.007	NO
	Yucca St	PM	0.585	A	0.596	A	0.011	NO	0.594	A	0.009	NO

TABLE 12 (CONTINUED)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions				Existing with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
26.	Ivar Ave & Yucca St	AM	0.207	A	0.208	A	0.001	NO	0.208	A	0.001	NO
		PM	0.261	A	0.263	A	0.002	NO	0.262	A	0.001	NO
27.	Vine St & Yucca St	AM	0.477	A	0.481	A	0.004	NO	0.481	A	0.004	NO
		PM	0.445	A	0.452	A	0.007	NO	0.451	A	0.006	NO
28.	Argyle Ave & Yucca St	AM	0.181	A	0.183	A	0.002	NO	0.174	A	-0.007	NO
		PM	0.308	A	0.311	A	0.003	NO	0.301	A	-0.007	NO
29.	Gower St & Carlos Ave	AM	0.322	A	0.325	A	0.003	NO	0.325	A	0.003	NO
		PM	0.252	A	0.255	A	0.003	NO	0.254	A	0.002	NO
30.	Laurel Canyon Blvd & Hollywood Blvd	AM	0.517	A	0.520	A	0.003	NO	0.510	A	-0.007	NO
		PM	0.713	C	0.720	C	0.007	NO	0.710	C	-0.003	NO
31.	Fairfax Ave & Hollywood Blvd	AM	0.979	E	0.979	E	0.000	NO	0.969	E	-0.010	NO
		PM	0.821	D	0.824	D	0.003	NO	0.814	D	-0.007	NO
32.	Nichols Canyon Rd / Genesee Ave & Hollywood Blvd	AM	0.685	B	0.687	B	0.002	NO	0.677	B	-0.008	NO
		PM	0.508	A	0.511	A	0.003	NO	0.500	A	-0.008	NO
33.	Gardner St & Hollywood Blvd	AM	0.488	A	0.496	A	0.008	NO	0.485	A	-0.003	NO
		PM	0.478	A	0.489	A	0.011	NO	0.477	A	-0.001	NO
34.	Fuller Ave & Hollywood Blvd	AM	0.570	A	0.577	A	0.007	NO	0.566	A	-0.004	NO
		PM	0.503	A	0.512	A	0.009	NO	0.501	A	-0.002	NO
35.	La Brea Ave & Hollywood Blvd	AM	1.003	F *	1.014	F *	0.011	**YES**	1.002	F *	-0.001	NO
		PM	0.777	F *	0.790	F *	0.013	**YES**	0.778	F *	0.001	NO
36.	Orange Dr & Hollywood Blvd	AM	0.352	A	0.367	A	0.015	NO	0.356	A	0.004	NO
		PM	0.347	A	0.371	A	0.024	NO	0.358	A	0.011	NO
37.	Highland Ave & Hollywood Blvd	AM	0.792	F *	0.822	F *	0.030	**YES**	0.802	F *	0.010	**YES**
		PM	0.604	F *	0.636	F *	0.032	**YES**	0.615	F *	0.011	**YES**
38.	Las Palmas Ave & Hollywood Blvd	AM	0.393	A	0.429	A	0.036	NO	0.415	A	0.022	NO
		PM	0.481	A	0.584	A	0.103	NO	0.560	A	0.079	NO
39.	Cherokee Ave & Hollywood Blvd	AM	0.413	A	0.425	A	0.012	NO	0.413	A	0.000	NO
		PM	0.255	A	0.275	A	0.020	NO	0.263	A	0.008	NO
40.	Whitley Ave & Hollywood Blvd	AM	0.431	A	0.442	A	0.011	NO	0.405	A	-0.026	NO
		PM	0.289	A	0.311	A	0.022	NO	0.273	A	-0.016	NO
41.	Wilcox Ave & Hollywood Blvd	AM	0.557	A	0.569	A	0.012	NO	0.549	A	-0.008	NO
		PM	0.512	A	0.529	A	0.017	NO	0.508	A	-0.004	NO
42.	Cahuenga Blvd & Hollywood Blvd	AM	0.792	F *	0.811	F *	0.019	**YES**	0.790	F *	-0.002	NO
		PM	0.519	F *	0.542	F *	0.023	**YES**	0.521	F *	0.002	NO
43.	Ivar Ave & Hollywood Blvd	AM	0.529	A	0.538	A	0.009	NO	0.518	A	-0.011	NO
		PM	0.469	A	0.482	A	0.013	NO	0.462	A	-0.007	NO
44.	Vine St & Hollywood Blvd	AM	0.734	F *	0.747	F *	0.013	**YES**	0.726	F *	-0.008	NO
		PM	0.664	F *	0.685	F *	0.021	**YES**	0.663	F *	-0.001	NO
45.	Argyle Ave & Hollywood Blvd	AM	0.480	A	0.491	A	0.011	NO	0.463	A	-0.017	NO
		PM	0.469	A	0.490	A	0.021	NO	0.463	A	-0.006	NO
46.	Gower St & Hollywood Blvd	AM	0.622	B	0.635	B	0.013	NO	0.623	B	0.001	NO
		PM	0.551	A	0.579	A	0.028	NO	0.565	A	0.014	NO
47.	Bronson Ave & Hollywood Blvd	AM	0.619	B	0.635	B	0.016	NO	0.622	B	0.003	NO
		PM	0.644	B	0.657	B	0.013	NO	0.645	B	0.001	NO
48.	US-101 SB Ramps & Hollywood Blvd	AM	0.581	A	0.589	A	0.008	NO	0.578	A	-0.003	NO
		PM	0.442	A	0.457	A	0.015	NO	0.446	A	0.004	NO
49.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM	0.715	C	0.720	C	0.005	NO	0.709	C	-0.006	NO
		PM	0.494	A	0.508	A	0.014	NO	0.496	A	0.002	NO
50.	Wilton Pl & Hollywood Blvd	AM	0.775	C	0.780	C	0.005	NO	0.770	C	-0.005	NO
		PM	0.772	C	0.779	C	0.007	NO	0.767	C	-0.005	NO

TABLE 12 (CONTINUED)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions				Existing with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
51.	Western Ave &	AM	0.775	C	0.781	C	0.006	NO	0.770	C	-0.005	NO
	Hollywood Blvd	PM	0.776	C	0.781	C	0.005	NO	0.771	C	-0.005	NO
52.	La Brea Ave &	AM	0.393	A	0.393	A	0.000	NO	0.393	A	0.000	NO
	Hawthorn Ave (North)	PM	0.409	A	0.409	A	0.000	NO	0.409	A	0.000	NO
53.	La Brea Ave &	AM	0.494	A	0.494	A	0.000	NO	0.494	A	0.000	NO
	Hawthorn Ave (South)	PM	0.439	A	0.439	A	0.000	NO	0.439	A	0.000	NO
54.	Highland Ave &	AM	0.421	A	0.499	A	0.078	NO	0.473	A	0.052	NO
	Selma Ave	PM	0.321	A	0.456	A	0.135	NO	0.425	A	0.104	NO
55.	Wilcox Ave &	AM	0.232	A	0.301	A	0.069	NO	0.293	A	0.061	NO
	Selma Avenue	PM	0.401	A	0.471	A	0.070	NO	0.461	A	0.060	NO
56.	Caheuenga Blvd &	AM	0.375	A	0.451	A	0.076	NO	0.443	A	0.068	NO
	Selma Ave	PM	0.437	A	0.504	A	0.067	NO	0.495	A	0.058	NO
57.	Vine St &	AM	0.548	A	0.579	A	0.031	NO	0.576	A	0.028	NO
	Selma Ave	PM	0.531	A	0.557	A	0.026	NO	0.554	A	0.023	NO
58.	Crescent Heights Blvd &	AM	0.749	C	0.758	C	0.009	NO	0.747	C	-0.002	NO
	Sunset Blvd	PM	0.733	C	0.744	C	0.011	NO	0.732	C	-0.001	NO
59.	Fairfax Ave &	AM	0.651	B	0.659	B	0.008	NO	0.648	B	-0.003	NO
	Sunset Blvd	PM	0.753	C	0.768	C	0.015	NO	0.756	C	0.003	NO
60.	Gardner St &	AM	0.421	A	0.435	A	0.014	NO	0.423	A	0.002	NO
	Sunset Blvd	PM	0.536	A	0.557	A	0.021	NO	0.544	A	0.008	NO
61.	Poinsettia Pl (West) &	AM	0.289	A	0.301	A	0.012	NO	0.290	A	0.001	NO
	Sunset Blvd	PM	0.373	A	0.390	A	0.017	NO	0.378	A	0.005	NO
62.	Poinsettia Pl (East) &	AM	0.323	A	0.338	A	0.015	NO	0.326	A	0.003	NO
	Sunset Blvd	PM	0.321	A	0.341	A	0.020	NO	0.329	A	0.008	NO
63.	La Brea Ave &	AM	0.660	F *	0.675	F *	0.015	**YES**	0.662	F *	0.002	NO
	Sunset Blvd	PM	0.754	F *	0.797	F *	0.043	**YES**	0.782	F *	0.028	**YES**
64.	Orange Dr &	AM	0.336	A	0.355	A	0.019	NO	0.343	A	0.007	NO
	Sunset Blvd	PM	0.411	A	0.432	A	0.021	NO	0.419	A	0.008	NO
65.	Highland Ave &	AM	0.845	F *	0.891	F *	0.046	**YES**	0.870	F *	0.025	**YES**
	Sunset Blvd	PM	0.713	F *	0.775	F *	0.062	**YES**	0.752	F *	0.039	**YES**
66.	Las Palmas Ave &	AM	0.456	A	0.499	A	0.043	NO	0.456	A	0.000	NO
	Sunset Boulevard	PM	0.569	A	0.680	B	0.111	NO	0.585	A	0.016	NO
67.	Cherokee Ave &	AM	0.261	A	0.285	A	0.024	NO	0.272	A	0.011	NO
	Sunset Blvd	PM	0.449	A	0.475	A	0.026	NO	0.461	A	0.012	NO
68.	Seward St &	AM	0.280	A	0.303	A	0.023	NO	0.291	A	0.011	NO
	Sunset Blvd	PM	0.497	A	0.523	A	0.026	NO	0.510	A	0.013	NO
69.	Wilcox Ave &	AM	0.520	A	0.542	A	0.022	NO	0.529	A	0.009	NO
	Sunset Blvd	PM	0.503	A	0.529	A	0.026	NO	0.515	A	0.012	NO
70.	Cahuenga Blvd &	AM	0.721	F *	0.758	F *	0.037	**YES**	0.743	F *	0.022	**YES**
	Sunset Blvd	PM	0.744	F *	0.779	F *	0.035	**YES**	0.765	F *	0.021	**YES**
71.	Ivar Ave &	AM	0.403	A	0.419	A	0.016	NO	0.407	A	0.004	NO
	Sunset Blvd	PM	0.533	A	0.556	A	0.023	NO	0.543	A	0.010	NO
72.	Vine St &	AM	0.767	F *	0.813	F *	0.046	**YES**	0.798	F *	0.031	**YES**
	Sunset Blvd	PM	0.808	F *	0.839	F *	0.031	**YES**	0.825	F *	0.017	**YES**
73.	Argyle Ave &	AM	0.477	A	0.488	A	0.011	NO	0.477	A	0.000	NO
	Sunset Blvd	PM	0.401	A	0.424	A	0.023	NO	0.411	A	0.010	NO
74.	Gower St &	AM	0.581	A	0.595	A	0.014	NO	0.583	A	0.002	NO
	Sunset Blvd	PM	0.784	C	0.802	D	0.018	NO	0.755	C	-0.029	NO
75.	Bronson Ave &	AM	0.653	B	0.665	B	0.012	NO	0.647	B	-0.006	NO
	Sunset Blvd	PM	0.678	B	0.693	B	0.015	NO	0.675	B	-0.003	NO

TABLE 12 (CONTINUED)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions				Existing with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
76.	Van Ness Ave & Sunset Blvd	AM	0.597	A	0.603	B	0.006	NO	0.587	A	-0.010	NO
		PM	0.721	C	0.731	C	0.010	NO	0.714	C	-0.007	NO
77.	Wilton Pl & Sunset Blvd	AM	0.514	A	0.519	A	0.005	NO	0.503	A	-0.011	NO
		PM	0.568	A	0.577	A	0.009	NO	0.557	A	-0.011	NO
78.	Western Ave & Sunset Blvd	AM	0.641	B	0.648	B	0.007	NO	0.614	B	-0.027	NO
		PM	0.760	C	0.764	C	0.004	NO	0.753	C	-0.007	NO
79.	Highland Ave & De Longpre Ave	AM	0.451	A	0.463	A	0.012	NO	0.447	A	-0.004	NO
		PM	0.483	A	0.494	A	0.011	NO	0.477	A	-0.006	NO
80. [a]	Gardner St & Fountain Ave	AM	0.578	A	0.581	A	0.003	NO	0.580	A	0.002	NO
		PM	0.699	B	0.705	C	0.006	NO	0.704	C	0.005	NO
81. [a]	La Brea Ave & Fountain Ave	AM	0.807	D	0.817	D	0.010	NO	0.815	D	0.008	NO
		PM	0.785	C	0.799	C	0.014	NO	0.797	C	0.012	NO
82.	Highland Ave & Fountain Ave	AM	0.705	C	0.721	C	0.016	NO	0.702	C	-0.003	NO
		PM	0.656	B	0.675	B	0.019	NO	0.655	B	-0.001	NO
83.	Wilcox Ave & Fountain Ave	AM	0.434	A	0.440	A	0.006	NO	0.422	A	-0.012	NO
		PM	0.513	A	0.523	A	0.010	NO	0.505	A	-0.008	NO
84.	Cahuenga Blvd & Fountain Ave	AM	0.663	B	0.675	B	0.012	NO	0.657	B	-0.006	NO
		PM	0.648	B	0.667	B	0.019	NO	0.647	B	-0.001	NO
85.	Vine St & Fountain Ave	AM	0.742	C	0.761	C	0.019	NO	0.743	C	0.001	NO
		PM	0.749	C	0.777	C	0.028	NO	0.757	C	0.008	NO
86.	Gower St & Fountain Ave	AM	0.679	B	0.687	B	0.008	NO	0.653	B	-0.026	NO
		PM	0.781	C	0.793	C	0.012	NO	0.775	C	-0.006	NO
87.	Highland Ave & Lexington Ave	AM	0.425	A	0.438	A	0.013	NO	0.427	A	0.002	NO
		PM	0.441	A	0.453	A	0.012	NO	0.441	A	0.000	NO
88. [a]	Fairfax Ave & Santa Monica Blvd	AM	0.810	D	0.816	D	0.006	NO	0.800	C	-0.010	NO
		PM	0.796	C	0.803	D	0.007	NO	0.787	C	-0.009	NO
89. [a]	Gardner St & Santa Monica Blvd	AM	0.595	A	0.603	B	0.008	NO	0.589	A	-0.006	NO
		PM	0.549	A	0.561	A	0.012	NO	0.546	A	-0.003	NO
90. [a]	Formosa Ave & Santa Monica Blvd	AM	0.538	A	0.547	A	0.009	NO	0.531	A	-0.007	NO
		PM	0.658	B	0.670	B	0.012	NO	0.654	B	-0.004	NO
91. [a]	La Brea Ave & Santa Monica Blvd	AM	0.736	C	0.755	C	0.019	NO	0.737	C	0.001	NO
		PM	0.751	C	0.770	C	0.019	NO	0.753	C	0.002	NO
92.	Highland Ave & Santa Monica Blvd	AM	0.736	C	0.758	C	0.022	NO	0.730	C	-0.006	NO
		PM	0.761	C	0.774	C	0.013	NO	0.748	C	-0.013	NO
93.	Las Palmas Ave & Santa Monica Blvd	AM	0.495	A	0.506	A	0.011	NO	0.481	A	-0.014	NO
		PM	0.615	B	0.629	B	0.014	NO	0.603	B	-0.012	NO
94.	Wilcox Ave & Santa Monica Blvd	AM	0.591	A	0.592	A	0.001	NO	0.567	A	-0.024	NO
		PM	0.547	A	0.549	A	0.002	NO	0.525	A	-0.022	NO
95.	Cahuenga Blvd & Santa Monica Blvd	AM	0.707	C	0.726	C	0.019	NO	0.700	B	-0.007	NO
		PM	0.882	D	0.910	E	0.028	**YES**	0.882	D	0.000	NO
96.	Vine St & Santa Monica Blvd	AM	0.846	D	0.864	D	0.018	NO	0.837	D	-0.009	NO
		PM	0.802	D	0.831	D	0.029	**YES**	0.804	D	0.002	NO
97.	Gower St & Santa Monica Blvd	AM	0.730	C	0.742	C	0.012	NO	0.716	C	-0.014	NO
		PM	0.771	C	0.787	C	0.016	NO	0.761	C	-0.010	NO
98.	Bronson Ave & Santa Monica Blvd	AM	0.567	A	0.574	A	0.007	NO	0.548	A	-0.019	NO
		PM	0.504	A	0.516	A	0.012	NO	0.490	A	-0.014	NO
99.	Van Ness Ave & Santa Monica Blvd	AM	0.717	C	0.725	C	0.008	NO	0.700	B	-0.017	NO
		PM	0.683	B	0.695	B	0.012	NO	0.669	B	-0.014	NO
100.	Wilton Pl & Santa Monica Blvd	AM	0.553	A	0.559	A	0.006	NO	0.534	A	-0.019	NO
		PM	0.619	B	0.629	B	0.010	NO	0.604	B	-0.015	NO

TABLE 12 (CONTINUED)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions				Existing with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
101.	Western Ave & Santa Monica Blvd	AM	0.756	C	0.764	C	0.008	NO	0.738	C	-0.018	NO
		PM	0.786	C	0.797	C	0.011	NO	0.771	C	-0.015	NO
102.	US-101 SB On-ramp & Santa Monica Blvd	AM	0.367	A	0.372	A	0.005	NO	0.347	A	-0.020	NO
		PM	0.437	A	0.447	A	0.010	NO	0.421	A	-0.016	NO
103.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM	0.433	A	0.438	A	0.005	NO	0.412	A	-0.021	NO
		PM	0.529	A	0.538	A	0.009	NO	0.512	A	-0.017	NO
104.	Highland Ave & Willoughby Ave	AM	0.627	B	0.636	B	0.009	NO	0.625	B	-0.002	NO
		PM	0.634	B	0.643	B	0.009	NO	0.632	B	-0.002	NO
105.	La Brea Ave & Melrose Ave	AM	0.748	C	0.752	C	0.004	NO	0.751	C	0.003	NO
		PM	0.763	C	0.769	C	0.006	NO	0.769	C	0.006	NO
106.	Highland Ave & Melrose Ave	AM	0.979	E	0.984	E	0.005	NO	0.974	E	-0.005	NO
		PM	0.974	E	0.981	E	0.007	NO	0.970	E	-0.004	NO
107.	Vine St & Melrose Ave	AM	0.786	C	0.791	C	0.005	NO	0.791	C	0.005	NO
		PM	0.839	D	0.847	D	0.008	NO	0.846	D	0.007	NO
108.	Gower St & Melrose Ave	AM	0.722	C	0.724	C	0.002	NO	0.724	C	0.002	NO
		PM	0.823	D	0.825	D	0.002	NO	0.825	D	0.002	NO
109.	Western Ave & Melrose Ave	AM	0.803	D	0.807	D	0.004	NO	0.807	D	0.004	NO
		PM	0.802	D	0.805	D	0.003	NO	0.805	D	0.003	NO
110.	Highland Ave & Rosewood Ave	AM	0.549	A	0.555	A	0.006	NO	0.544	A	-0.005	NO
		PM	0.617	B	0.622	B	0.005	NO	0.611	B	-0.006	NO
111.	Highland Ave & Beverly Blvd	AM	0.951	E	0.956	E	0.005	NO	0.945	E	-0.006	NO
		PM	0.934	E	0.941	E	0.007	NO	0.931	E	-0.003	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.

TABLE 13
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Caheuenga Blvd East &	AM	0.615	B	0.620	B	0.005	NO	0.620	B	0.005	NO
	Pilgrimage Bridge	PM	0.683	B	0.687	B	0.004	NO	0.686	B	0.003	NO
2.	Highland Ave / US-101 NB On-ramp &	AM	0.536	A	0.543	A	0.007	NO	0.532	A	-0.004	NO
	Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	PM	0.659	B	0.668	B	0.009	NO	0.657	B	-0.002	NO
3.	US-101 NB Off-ramp &	AM	0.409	A	0.415	A	0.006	NO	0.414	A	0.005	NO
	Cahuenga Blvd	PM	0.840	D	0.846	D	0.006	NO	0.845	D	0.005	NO
4.	Highland Ave &	AM	0.753	C	0.759	C	0.006	NO	0.748	C	-0.005	NO
	Odin St	PM	0.723	C	0.730	C	0.007	NO	0.719	C	-0.004	NO
5.	Odin St &	AM	0.478	A	0.480	A	0.002	NO	0.480	A	0.002	NO
	Cahuenga Blvd	PM	0.847	D	0.854	D	0.007	NO	0.853	D	0.006	NO
6.	Highland Ave &	AM	0.702	C	0.710	C	0.008	NO	0.699	B	-0.003	NO
	Camrose Dr / Milner Rd	PM	0.757	C	0.767	C	0.010	NO	0.756	C	-0.001	NO
7.	Cahuenga Blvd &	AM	0.400	A	0.409	A	0.009	NO	0.409	A	0.009	NO
	US-101 NB Off-ramp	PM	0.731	C	0.742	C	0.011	NO	0.741	C	0.010	NO
8.	La Brea Ave &	AM	0.631	B	0.637	B	0.006	NO	0.625	B	-0.006	NO
	Franklin Ave	PM	0.532	A	0.538	A	0.006	NO	0.527	A	-0.005	NO
9.	Outpost Dr &	AM	0.715	C	0.717	C	0.002	NO	0.707	C	-0.008	NO
	Franklin Ave	PM	0.548	A	0.553	A	0.005	NO	0.542	A	-0.006	NO
10.	Orange Dr &	AM	0.542	A	0.545	A	0.003	NO	0.535	A	-0.007	NO
	Franklin Ave	PM	0.641	B	0.644	B	0.003	NO	0.633	B	-0.008	NO
11.	Orchid Ave &	AM	0.462	A	0.462	A	0.000	NO	0.452	A	-0.010	NO
	Franklin Ave	PM	0.424	A	0.424	A	0.000	NO	0.414	A	-0.010	NO
12.	Highland Ave &	AM	1.160	F *	1.160	F *	0.000	NO	1.150	F *	-0.010	NO
	Franklin Ave (South)	PM	0.892	F *	0.892	F *	0.000	NO	0.882	F *	-0.010	NO
13.	Highland Ave &	AM	1.046	F *	1.054	F *	0.008	NO	1.035	F *	-0.011	NO
	Franklin Ave (North)	PM	0.976	F *	0.987	F *	0.011	**YES**	0.976	F *	0.000	NO
14.	Whitley Ave &	AM	0.705	C	0.710	C	0.005	NO	0.683	B	-0.022	NO
	Franklin Ave	PM	0.691	B	0.703	C	0.012	NO	0.675	B	-0.016	NO
15.	Wilcox Ave &	AM	0.907	E	0.913	E	0.006	NO	0.903	E	-0.004	NO
	Franklin Ave	PM	0.698	B	0.712	C	0.014	NO	0.701	C	0.003	NO
16.	Cahuenga Blvd &	AM	1.073	F	1.085	F	0.012	**YES**	1.073	F	0.000	NO
	Franklin Ave	PM	0.992	E	1.014	F	0.022	**YES**	1.001	F	0.009	NO
17.	Vine St &	AM	0.363	A	0.368	A	0.005	NO	0.357	A	-0.006	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.437	A	0.444	A	0.007	NO	0.433	A	-0.004	NO
18.	Argyle Ave / US-101 NB On-ramp &	AM	0.869	D	0.877	D	0.008	NO	0.867	D	-0.002	NO
	Franklin Ave	PM	0.909	E	0.915	E	0.006	NO	0.904	E	-0.005	NO
19.	Gower St &	AM	0.678	B	0.685	B	0.007	NO	0.663	B	-0.015	NO
	Franklin Ave	PM	0.761	C	0.775	C	0.014	NO	0.755	C	-0.006	NO
20.	Beachwood Dr &	AM	0.694	B	0.699	B	0.005	NO	0.679	B	-0.015	NO
	Franklin Ave	PM	0.682	B	0.691	B	0.009	NO	0.671	B	-0.011	NO
21.	Bronson Ave &	AM	0.660	B	0.664	B	0.004	NO	0.645	B	-0.015	NO
	Franklin Ave	PM	0.783	C	0.788	C	0.005	NO	0.769	C	-0.014	NO
22.	Wilton Pl &	AM	0.589	A	0.591	A	0.002	NO	0.573	A	-0.016	NO
	Franklin Ave	PM	0.710	C	0.714	C	0.004	NO	0.695	B	-0.015	NO
23.	Western Ave &	AM	0.932	E	0.934	E	0.002	NO	0.915	E	-0.017	NO
	Franklin Ave	PM	0.829	D	0.831	D	0.002	NO	0.812	D	-0.017	NO
24.	Highland Ave &	AM	0.474	A	0.483	A	0.009	NO	0.466	A	-0.008	NO
	Johnny Grant Way / Yucca St	PM	0.487	A	0.501	A	0.014	NO	0.484	A	-0.003	NO
25.	Cahuenga Blvd &	AM	0.591	A	0.601	B	0.010	NO	0.599	A	0.008	NO
	Yucca St	PM	0.701	C	0.713	C	0.012	NO	0.711	C	0.010	NO

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
26.	Ivar Ave & Yucca St	AM	0.249	A	0.249	A	0.000	NO	0.249	A	0.000	NO
		PM	0.315	A	0.317	A	0.002	NO	0.316	A	0.001	NO
27.	Vine St & Yucca St	AM	0.583	A	0.587	A	0.004	NO	0.587	A	0.004	NO
		PM	0.594	A	0.601	B	0.007	NO	0.601	B	0.007	NO
28.	Argyle Ave & Yucca St	AM	0.259	A	0.261	A	0.002	NO	0.253	A	-0.006	NO
		PM	0.427	A	0.430	A	0.003	NO	0.421	A	-0.006	NO
29.	Gower St & Carlos Ave	AM	0.372	A	0.374	A	0.002	NO	0.374	A	0.002	NO
		PM	0.294	A	0.298	A	0.004	NO	0.297	A	0.003	NO
30.	Laurel Canyon Blvd & Hollywood Blvd	AM	0.562	A	0.565	A	0.003	NO	0.555	A	-0.007	NO
		PM	0.776	C	0.784	C	0.008	NO	0.774	C	-0.002	NO
31.	Fairfax Ave & Hollywood Blvd	AM	1.054	F	1.054	F	0.000	NO	1.044	F	-0.010	NO
		PM	0.924	E	0.927	E	0.003	NO	0.917	E	-0.007	NO
32.	Nichols Canyon Rd / Genesee Ave & Hollywood Blvd	AM	0.761	C	0.763	C	0.002	NO	0.753	C	-0.008	NO
		PM	0.597	A	0.599	A	0.002	NO	0.589	A	-0.008	NO
33.	Gardner St & Hollywood Blvd	AM	0.553	A	0.560	A	0.007	NO	0.549	A	-0.004	NO
		PM	0.555	A	0.565	A	0.010	NO	0.554	A	-0.001	NO
34.	Fuller Ave & Hollywood Blvd	AM	0.639	B	0.645	B	0.006	NO	0.635	B	-0.004	NO
		PM	0.596	A	0.605	B	0.009	NO	0.594	A	-0.002	NO
35.	La Brea Ave & Hollywood Blvd	AM	1.128	F *	1.139	F *	0.011	**YES**	1.127	F *	-0.001	NO
		PM	0.925	F *	0.938	F *	0.013	**YES**	0.926	F *	0.001	NO
36.	Orange Dr & Hollywood Blvd	AM	0.413	A	0.428	A	0.015	NO	0.417	A	0.004	NO
		PM	0.423	A	0.447	A	0.024	NO	0.434	A	0.011	NO
37.	Highland Ave & Hollywood Blvd	AM	0.948	F *	0.978	F *	0.030	**YES**	0.958	F *	0.010	**YES**
		PM	0.814	F *	0.833	F *	0.019	**YES**	0.814	F *	0.000	NO
38.	Las Palmas Ave & Hollywood Blvd	AM	0.477	A	0.506	A	0.029	NO	0.491	A	0.014	NO
		PM	0.609	B	0.687	B	0.078	NO	0.663	B	0.054	NO
39.	Cherokee Ave & Hollywood Blvd	AM	0.480	A	0.491	A	0.011	NO	0.479	A	-0.001	NO
		PM	0.365	A	0.385	A	0.020	NO	0.373	A	0.008	NO
40.	Whitley Ave & Hollywood Blvd	AM	0.497	A	0.509	A	0.012	NO	0.473	A	-0.024	NO
		PM	0.398	A	0.420	A	0.022	NO	0.383	A	-0.015	NO
41.	Wilcox Ave & Hollywood Blvd	AM	0.652	B	0.664	B	0.012	NO	0.645	B	-0.007	NO
		PM	0.650	B	0.673	B	0.023	NO	0.651	B	0.001	NO
42.	Cahuenga Blvd & Hollywood Blvd	AM	0.941	F *	0.959	F *	0.018	**YES**	0.938	F *	-0.003	NO
		PM	0.668	F *	0.691	F *	0.023	**YES**	0.670	F *	0.002	NO
43.	Ivar Ave & Hollywood Blvd	AM	0.608	B	0.617	B	0.009	NO	0.597	A	-0.011	NO
		PM	0.563	A	0.577	A	0.014	NO	0.557	A	-0.006	NO
44.	Vine St & Hollywood Blvd	AM	0.864	F *	0.878	F *	0.014	**YES**	0.857	F *	-0.007	NO
		PM	0.842	F *	0.864	F *	0.022	**YES**	0.842	F *	0.000	NO
45.	Argyle Ave & Hollywood Blvd	AM	0.596	A	0.607	B	0.011	NO	0.579	A	-0.017	NO
		PM	0.630	B	0.651	B	0.021	NO	0.621	B	-0.009	NO
46.	Gower St & Hollywood Blvd	AM	0.763	C	0.777	C	0.014	NO	0.765	C	0.002	NO
		PM	0.727	C	0.756	C	0.029	NO	0.742	C	0.015	NO
47.	Bronson Ave & Hollywood Blvd	AM	0.682	B	0.698	B	0.016	NO	0.685	B	0.003	NO
		PM	0.711	C	0.723	C	0.012	NO	0.712	C	0.001	NO
48.	US-101 SB Ramps & Hollywood Blvd	AM	0.732	C	0.739	C	0.007	NO	0.728	C	-0.004	NO
		PM	0.613	B	0.619	B	0.006	NO	0.608	B	-0.005	NO
49.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM	0.856	D	0.861	D	0.005	NO	0.850	D	-0.006	NO
		PM	0.629	B	0.643	B	0.014	NO	0.632	B	0.003	NO
50.	Wilton Pl & Hollywood Blvd	AM	0.896	D	0.901	E	0.005	NO	0.891	D	-0.005	NO
		PM	0.928	E	0.934	E	0.006	NO	0.924	E	-0.004	NO

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
51.	Western Ave &	AM	0.885	D	0.891	D	0.006	NO	0.881	D	-0.004	NO
	Hollywood Blvd	PM	0.903	E	0.908	E	0.005	NO	0.897	D	-0.006	NO
52.	La Brea Ave &	AM	0.447	A	0.447	A	0.000	NO	0.447	A	0.000	NO
	Hawthorn Ave (North)	PM	0.471	A	0.471	A	0.000	NO	0.471	A	0.000	NO
53.	La Brea Ave &	AM	0.554	A	0.554	A	0.000	NO	0.554	A	0.000	NO
	Hawthorn Ave (South)	PM	0.495	A	0.495	A	0.000	NO	0.495	A	0.000	NO
54.	Highland Ave &	AM	0.525	A	0.584	A	0.059	NO	0.557	A	0.032	NO
	Selma Ave	PM	0.427	A	0.563	A	0.136	NO	0.531	A	0.104	NO
55.	Wilcox Ave &	AM	0.291	A	0.362	A	0.071	NO	0.353	A	0.062	NO
	Selma Avenue	PM	0.493	A	0.563	A	0.070	NO	0.554	A	0.061	NO
56.	Caheuenga Blvd &	AM	0.464	A	0.540	A	0.076	NO	0.532	A	0.068	NO
	Selma Ave	PM	0.554	A	0.621	B	0.067	NO	0.613	B	0.059	NO
57.	Vine St &	AM	0.629	B	0.661	B	0.032	NO	0.657	B	0.028	NO
	Selma Ave	PM	0.621	B	0.647	B	0.026	NO	0.644	B	0.023	NO
58.	Crescent Heights Blvd &	AM	0.835	D	0.844	D	0.009	NO	0.833	D	-0.002	NO
	Sunset Blvd	PM	0.874	D	0.885	D	0.011	NO	0.873	D	-0.001	NO
59.	Fairfax Ave &	AM	0.758	C	0.766	C	0.008	NO	0.755	C	-0.003	NO
	Sunset Blvd	PM	0.884	D	0.899	D	0.015	NO	0.886	D	0.002	NO
60.	Gardner St &	AM	0.511	A	0.525	A	0.014	NO	0.513	A	0.002	NO
	Sunset Blvd	PM	0.669	B	0.691	B	0.022	NO	0.677	B	0.008	NO
61.	Poinsettia Pl (West) &	AM	0.356	A	0.369	A	0.013	NO	0.357	A	0.001	NO
	Sunset Blvd	PM	0.474	A	0.491	A	0.017	NO	0.479	A	0.005	NO
62.	Poinsettia Pl (East) &	AM	0.393	A	0.407	A	0.014	NO	0.396	A	0.003	NO
	Sunset Blvd	PM	0.419	A	0.438	A	0.019	NO	0.426	A	0.007	NO
63.	La Brea Ave &	AM	0.774	F *	0.805	F *	0.031	**YES**	0.790	F *	0.016	**YES**
	Sunset Blvd	PM	0.916	F *	0.959	F *	0.043	**YES**	0.944	F *	0.028	**YES**
64.	Orange Dr &	AM	0.407	A	0.426	A	0.019	NO	0.414	A	0.007	NO
	Sunset Blvd	PM	0.539	A	0.560	A	0.021	NO	0.547	A	0.008	NO
65.	Highland Ave &	AM	1.066	F *	1.112	F *	0.046	**YES**	1.091	F *	0.025	**YES**
	Sunset Blvd	PM	0.965	F *	1.027	F *	0.062	**YES**	1.003	F *	0.038	**YES**
66.	Las Palmas Ave &	AM	0.567	A	0.598	A	0.031	NO	0.553	A	-0.014	NO
	Sunset Boulevard	PM	0.722	C	0.802	D	0.080	**YES**	0.703	C	-0.019	NO
67.	Cherokee Ave &	AM	0.338	A	0.361	A	0.023	NO	0.349	A	0.011	NO
	Sunset Blvd	PM	0.547	A	0.573	A	0.026	NO	0.560	A	0.013	NO
68.	Seward St &	AM	0.358	A	0.381	A	0.023	NO	0.369	A	0.011	NO
	Sunset Blvd	PM	0.599	A	0.625	B	0.026	NO	0.612	B	0.013	NO
69.	Wilcox Ave &	AM	0.624	B	0.646	B	0.022	NO	0.633	B	0.009	NO
	Sunset Blvd	PM	0.630	B	0.663	B	0.033	NO	0.648	B	0.018	NO
70.	Cahuenga Blvd &	AM	0.875	F *	0.911	F *	0.036	**YES**	0.897	F *	0.022	**YES**
	Sunset Blvd	PM	0.951	F *	0.984	F *	0.033	**YES**	0.971	F *	0.020	**YES**
71.	Ivar Ave &	AM	0.479	A	0.495	A	0.016	NO	0.483	A	0.004	NO
	Sunset Blvd	PM	0.641	B	0.663	B	0.022	NO	0.650	B	0.009	NO
72.	Vine St &	AM	0.927	F *	0.974	F *	0.047	**YES**	0.958	F *	0.031	**YES**
	Sunset Blvd	PM	1.072	F *	1.103	F *	0.031	**YES**	1.089	F *	0.017	**YES**
73.	Argyle Ave &	AM	0.587	A	0.598	A	0.011	NO	0.586	A	-0.001	NO
	Sunset Blvd	PM	0.549	A	0.573	A	0.024	NO	0.560	A	0.011	NO
74.	Gower St &	AM	0.819	D	0.834	D	0.015	NO	0.822	D	0.003	NO
	Sunset Blvd	PM	0.981	E	1.003	F	0.022	**YES**	0.974	E	-0.007	NO
75.	Bronson Ave &	AM	0.835	D	0.847	D	0.012	NO	0.829	D	-0.006	NO
	Sunset Blvd	PM	0.757	C	0.772	C	0.015	NO	0.755	C	-0.002	NO

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
76.	Van Ness Ave & Sunset Blvd	AM	0.734	C	0.741	C	0.007	NO	0.724	C	-0.010	NO
		PM	0.923	E	0.933	E	0.010	**YES**	0.916	E	-0.007	NO
77.	Wilton Pl & Sunset Blvd	AM	0.587	A	0.593	A	0.006	NO	0.576	A	-0.011	NO
		PM	0.687	B	0.696	B	0.009	NO	0.677	B	-0.010	NO
78.	Western Ave & Sunset Blvd	AM	0.734	C	0.741	C	0.007	NO	0.706	C	-0.028	NO
		PM	0.867	D	0.871	D	0.004	NO	0.860	D	-0.007	NO
79.	Highland Ave & De Longpre Ave	AM	0.547	A	0.559	A	0.012	NO	0.542	A	-0.005	NO
		PM	0.566	A	0.577	A	0.011	NO	0.561	A	-0.005	NO
80. [a]	Gardner St & Fountain Ave	AM	0.644	B	0.647	B	0.003	NO	0.646	B	0.002	NO
		PM	0.779	C	0.785	C	0.006	NO	0.783	C	0.004	NO
81. [a]	La Brea Ave & Fountain Ave	AM	0.893	D	0.903	E	0.010	**YES**	0.901	E	0.008	NO
		PM	0.883	D	0.897	D	0.014	NO	0.895	D	0.012	NO
82.	Highland Ave & Fountain Ave	AM	0.825	D	0.841	D	0.016	NO	0.823	D	-0.002	NO
		PM	0.775	C	0.794	C	0.019	NO	0.775	C	0.000	NO
83.	Wilcox Ave & Fountain Ave	AM	0.487	A	0.493	A	0.006	NO	0.475	A	-0.012	NO
		PM	0.583	A	0.593	A	0.010	NO	0.575	A	-0.008	NO
84.	Cahuenga Blvd & Fountain Ave	AM	0.769	C	0.793	C	0.024	NO	0.775	C	0.006	NO
		PM	0.751	C	0.769	C	0.018	NO	0.750	C	-0.001	NO
85.	Vine St & Fountain Ave	AM	0.829	D	0.848	D	0.019	NO	0.829	D	0.000	NO
		PM	0.858	D	0.885	D	0.027	**YES**	0.865	D	0.007	NO
86.	Gower St & Fountain Ave	AM	0.755	C	0.763	C	0.008	NO	0.728	C	-0.027	NO
		PM	0.875	D	0.887	D	0.012	NO	0.869	D	-0.006	NO
87.	Highland Ave & Lexington Ave	AM	0.523	A	0.536	A	0.013	NO	0.525	A	0.002	NO
		PM	0.523	A	0.535	A	0.012	NO	0.523	A	0.000	NO
88. [a]	Fairfax Ave & Santa Monica Blvd	AM	0.965	E	0.971	E	0.006	NO	0.955	E	-0.010	NO
		PM	1.034	F	1.039	F	0.005	NO	1.023	F	-0.011	NO
89. [a]	Gardner St & Santa Monica Blvd	AM	0.723	C	0.731	C	0.008	NO	0.716	C	-0.007	NO
		PM	0.710	C	0.719	C	0.009	NO	0.704	C	-0.006	NO
90. [a]	Formosa Ave & Santa Monica Blvd	AM	0.656	B	0.665	B	0.009	NO	0.650	B	-0.006	NO
		PM	0.821	D	0.834	D	0.013	NO	0.818	D	-0.003	NO
91. [a]	La Brea Ave & Santa Monica Blvd	AM	0.889	D	0.907	E	0.018	**YES**	0.890	D	0.001	NO
		PM	0.987	E	1.006	F	0.019	**YES**	0.988	E	0.001	NO
92.	Highland Ave & Santa Monica Blvd	AM	1.015	F	1.037	F	0.022	**YES**	1.009	F	-0.006	NO
		PM	1.065	F	1.078	F	0.013	**YES**	1.052	F	-0.013	NO
93.	Las Palmas Ave & Santa Monica Blvd	AM	0.651	B	0.661	B	0.010	NO	0.637	B	-0.014	NO
		PM	0.821	D	0.835	D	0.014	NO	0.809	D	-0.012	NO
94.	Wilcox Ave & Santa Monica Blvd	AM	0.801	D	0.802	D	0.001	NO	0.777	C	-0.024	NO
		PM	0.771	C	0.773	C	0.002	NO	0.749	C	-0.022	NO
95.	Cahuenga Blvd & Santa Monica Blvd	AM	0.941	E	0.959	E	0.018	**YES**	0.933	E	-0.008	NO
		PM	1.213	F	1.241	F	0.028	**YES**	1.213	F	0.000	NO
96.	Vine St & Santa Monica Blvd	AM	1.079	F	1.096	F	0.017	**YES**	1.070	F	-0.009	NO
		PM	1.061	F	1.091	F	0.030	**YES**	1.063	F	0.002	NO
97.	Gower St & Santa Monica Blvd	AM	0.956	E	0.968	E	0.012	**YES**	0.942	E	-0.014	NO
		PM	1.000	E	1.017	F	0.017	**YES**	0.991	E	-0.009	NO
98.	Bronson Ave & Santa Monica Blvd	AM	0.772	C	0.778	C	0.006	NO	0.752	C	-0.020	NO
		PM	0.697	B	0.710	C	0.013	NO	0.684	B	-0.013	NO
99.	Van Ness Ave & Santa Monica Blvd	AM	0.922	E	0.931	E	0.009	NO	0.905	E	-0.017	NO
		PM	0.901	E	0.914	E	0.013	**YES**	0.888	D	-0.013	NO
100.	Wilton Pl & Santa Monica Blvd	AM	0.741	C	0.748	C	0.007	NO	0.723	C	-0.018	NO
		PM	0.849	D	0.859	D	0.010	NO	0.834	D	-0.015	NO

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
101.	Western Ave &	AM	1.009	F	1.018	F	0.009	NO	0.992	E	-0.017	NO
	Santa Monica Blvd	PM	1.051	F	1.067	F	0.016	**YES**	1.040	F	-0.011	NO
102.	US-101 SB On-ramp &	AM	0.529	A	0.533	A	0.004	NO	0.509	A	-0.020	NO
	Santa Monica Blvd	PM	0.624	B	0.634	B	0.010	NO	0.609	B	-0.015	NO
103.	US-101 NB Off-ramp / Serrano Ave &	AM	0.608	B	0.614	B	0.006	NO	0.588	A	-0.020	NO
	Santa Monica Blvd	PM	0.749	C	0.758	C	0.009	NO	0.732	C	-0.017	NO
104.	Highland Ave &	AM	0.713	C	0.721	C	0.008	NO	0.711	C	-0.002	NO
	Willoughby Ave	PM	0.728	C	0.738	C	0.010	NO	0.727	C	-0.001	NO
105.	La Brea Ave &	AM	0.828	D	0.833	D	0.005	NO	0.832	D	0.004	NO
	Melrose Ave	PM	0.852	D	0.858	D	0.006	NO	0.858	D	0.006	NO
106.	Highland Ave &	AM	1.123	F	1.129	F	0.006	NO	1.118	F	-0.005	NO
	Melrose Ave	PM	1.125	F	1.132	F	0.007	NO	1.121	F	-0.004	NO
107.	Vine St &	AM	0.875	D	0.880	D	0.005	NO	0.880	D	0.005	NO
	Melrose Ave	PM	0.938	E	0.945	E	0.007	NO	0.945	E	0.007	NO
108.	Gower St &	AM	0.786	C	0.787	C	0.001	NO	0.786	C	0.000	NO
	Melrose Ave	PM	0.901	E	0.904	E	0.003	NO	0.904	E	0.003	NO
109.	Western Ave &	AM	0.882	D	0.885	D	0.003	NO	0.885	D	0.003	NO
	Melrose Ave	PM	0.905	E	0.908	E	0.003	NO	0.908	E	0.003	NO
110.	Highland Ave &	AM	0.644	B	0.649	B	0.005	NO	0.639	B	-0.005	NO
	Rosewood Ave	PM	0.723	C	0.727	C	0.004	NO	0.717	C	-0.006	NO
111.	Highland Ave &	AM	1.035	F	1.041	F	0.006	NO	1.030	F	-0.005	NO
	Beverly Blvd	PM	1.021	F	1.028	F	0.007	NO	1.018	F	-0.003	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.

Chapter 9
Unsignalized Intersection Analysis

As described in Chapter 1, the 12 unsignalized study intersections were analyzed using the HCM methodology to determine the overall intersection delay under both Existing and Future Conditions. Based on *Traffic Study Policies and Procedures,* if based on the estimated overall intersection delay, the unsignalized intersection is projected to operate at LOS E or F under Future with Project Conditions, a signal warrant analysis should be conducted to evaluate for the potential installation of a new traffic signal. The signal warrant analysis, if necessary, would follow the guidelines set forth in *Manual of Policies and Procedures* (LADOT, December 2008) and *California Manual on Uniform Traffic Control Devices* (Caltrans, 2012) (California MUTCD).

INTERSECTION LEVELS OF SERVICE

Tables 14 and 15 summarize the weekday AM and PM peak hour delay and corresponding LOS for the 12 unsignalized intersections under Existing and Future Conditions.

As shown in Table 14, 10 of the 12 unsignalized study intersections are anticipated to operate at LOS D or better during the both the AM and PM peak hours under both Existing and Existing with Project Conditions. The remaining two unsignalized intersections are anticipated to operate at LOS F during at least one of the analyzed peak hours.

Also shown in Table 15, eight of the 12 unsignalized intersections are anticipated to operate at LOS D or better during both the AM and PM peak hours under both Future without Project and Future with Project Conditions. The remaining four unsignalized intersections are anticipated to operate at LOS E or F during at least one of the analyzed peak hours. Therefore, further traffic signal warrant analyses were conducted.

SIGNAL WARRANT ANALYSIS

Of the 12 unsignalized study intersections, the following four intersections operate at LOS E or F under Future with Project Conditions, and were therefore subject to a signal warrant analysis to determine whether the projected volumes at the intersections warrant the installation of a traffic signal control:

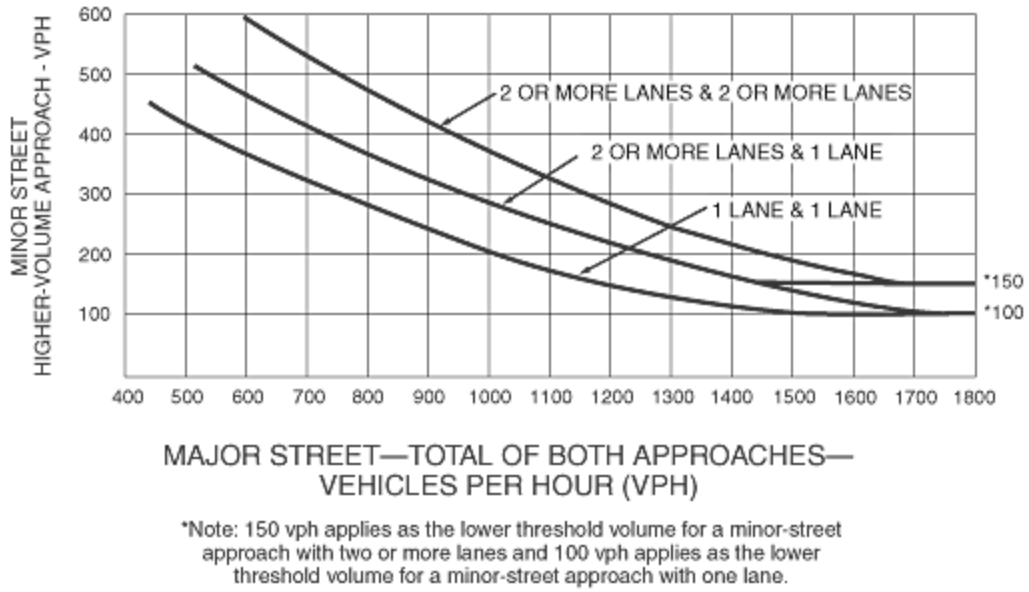
US-1. Cahuenga Boulevard & US 101 Southbound Off-Ramp (AM Peak Hour)
US-5. Gower Street & US 101 Southbound Off-Ramp/Yucca Street (AM Peak Hour)
US-8. Las Palmas Avenue & Selma Avenue (AM and PM Peak Hours)
US-11. Wilton Place & US 101 Northbound Off-Ramp/Harold Way (AM Peak Hour)

The intersections were analyzed according to Warrant 3 (peak hour). The following methodologies, as quoted from the California MUTCD, were used to evaluate signal warrants at the intersection:

Warrant 3, Peak-Hour Vehicular Volume Warrant

Signal Warrant 3 is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. Combined volumes for both approaches of the major street are included while only the volume from the higher minor street approach is included. At an intersection with a high volume of left-turn traffic from the major street, the analysis may include the major street left-turn volumes plus the minor street approach volume as the total "minor street" volume. The warrant is satisfied if traffic volumes for any one hour of an average day exceed the plotted lines shown in the following figure.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Table 16 summarizes the results of the signal warrant analysis for the four unsignalized intersections. Detailed signal warrant worksheets are available in Appendix G. As shown, the unsignalized intersection of Gower Street & US 101 Southbound Off-Ramp/Yucca Street meets the minimum peak hour traffic volume threshold of Warrant 3 under Existing and Future Conditions, with and without addition of Project traffic, and Las Palmas Avenue & Selma Avenue meets the minimum peak hour traffic volume threshold of Warrant 3 under Existing with Project and Future with Project Conditions. The remaining two unsignalized intersections do not meet the minimum peak hour traffic volume threshold of Warrant 3.

The satisfaction of the warrant threshold alone, however, does not in itself dictate the requirement of the installation of a traffic control signal. That decision is made by LADOT, which would consider additional factors such as spacing with adjacent intersections, interruption of traffic flow on the major streets, etc.

TABLE 14
EXISTING WITH PROJECT CONDITIONS
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Cahuenga Boulevard & US 101 SB Off-Ramp	AM PM	50.7 2.6	F A	53.2 2.7	F A
2. [a]	Cahuenga Boulevard & US 101 SB On-Ramp	AM PM	0.4 0.3	A A	0.4 0.3	A A
3. [a]	Argyle Avenue & US 101 SB On-Ramp	AM PM	1.2 0.8	A A	1.2 0.8	A A
4.	Gower Street & US 101 NB Off-Ramp	AM PM	6.0 2.1	A A	6.1 2.1	A A
5.	Gower Street & US 101 SB Off-Ramp/Yucca Street	AM PM	19.5 11.8	C B	19.9 14.9	C B
6.	Gower Street & Yucca Street	AM PM	0.7 2.4	A A	0.7 2.4	A A
7.	McCadden Place & Selma Avenue	AM PM	2.9 2.6	A A	7.1 5.2	A A
8. [b]	Las Palmas & Selma Avenue	AM PM	14.0 20.8	B C	35.0 43.8	D E
9.	McCadden Place & Sunset Boulevard	AM PM	1.7 0.5	A A	12.0 2.5	B A
10.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	AM PM	18.1 12.2	C B	18.1 12.2	C B
11.	Wilton Place & US 101 NB Off-Ramp/Harold Way	AM PM	32.8 20.7	D C	32.8 20.7	D C
12. [a]	US 101 SB On-Ramp & Sunset Boulevard	AM PM	0.3 0.4	A A	0.3 0.4	A A

Note: [a] Intersection is uncontrolled.
[b] Intersection will be all-way stop controlled with development of the Project.

TABLE 15
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Cahuenga Boulevard & US 101 SB Off-Ramp	AM PM	91.7 3.8	F A	94.6 4.2	F A
2. [a]	Cahuenga Boulevard & US 101 SB On-Ramp	AM PM	0.4 0.3	A A	0.4 0.3	A A
3. [a]	Argyle Avenue & US 101 SB On-Ramp	AM PM	1.3 0.9	A A	1.3 0.9	A A
4.	Gower Street & US 101 NB Off-Ramp	AM PM	13.4 9.3	B A	13.8 9.8	B A
5.	Gower Street & US 101 SB Off-Ramp/Yucca Street	AM PM	43.5 25.9	E D	44.4 27.6	E D
6.	Gower Street & Yucca Street	AM PM	0.9 3.6	A A	0.9 3.7	A A
7.	McCadden Place & Selma Avenue	AM PM	3.0 2.6	A A	8.1 5.4	A A
8. [b]	Las Palmas & Selma Avenue	AM PM	17.2 36.5	C E	39.3 54.6	E F
9.	McCadden Place & Sunset Boulevard	AM PM	2.6 0.7	A A	23.4 7.9	C A
10.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	AM PM	22.9 13.3	C B	22.9 13.3	C B
11.	Wilton Place & US 101 NB Off-Ramp/Harold Way	AM PM	49.7 30.0	E D	49.7 30.0	E D
12. [a]	US 101 SB On-Ramp & Sunset Boulevard	AM PM	0.5 2.1	A A	0.5 2.4	A A

Note: [a] Intersection is uncontrolled.
[b] Intersection will be all-way stop controlled with development of the Project.

TABLE 16
SIGNAL WARRANT ANALYSIS
BASED ON FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

No.	Intersection	Peak Hour Warrant Met			
		Existing Conditions	Existing with Project Conditions	Future without Project Conditions	Future with Project Conditions
1.	Cahuenga Boulevard & US 101 SB Off-Ramp	NO	NO	NO	NO
5.	Gower Street & US 101 SB Off-Ramp/Yucca Street	YES	YES	YES	YES
8.	Las Palmas Avenue & Selma Avenue	NO	YES	NO	YES
11.	Wilton Place & US 101 NB Off-Ramp/Harold Way	NO	NO	NO	NO

Chapter 10

Congestion Management Program Analysis

This chapter presents an analysis of the regional transportation facilities in the vicinity of the Project Site, in accordance with the procedures outlined in the CMP.

TRAFFIC IMPACT ANALYSIS GUIDELINES

The CMP requires that TIAs be performed on three types of facilities:

- Arterial Intersections
- Mainline Freeway Segments
- The Public Transit System

The CMP identifies specific arterial and freeway mainline locations for analysis.

Arterial Monitoring Intersection TIA Guidelines

The CMP requires that a TIA be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the weekday AM or PM peak hours. A detailed analysis is not required if the project adds fewer than 50 trips to an arterial monitoring intersection. The CMP analysis uses the same CMA methodology as used in earlier chapters for City intersections to determine intersection V/C ratio and LOS. A significant impact requiring mitigation occurs if project traffic causes an incremental increase in intersection V/C ratio of 0.02 or greater to a facility projected to operate at LOS F (V/C > 1.00) after the addition of project traffic.

Mainline Freeway Monitoring Location TIA Guidelines

The CMP requires that a TIA be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday AM or PM peak hours. A detailed analysis is not required if the project adds fewer than 150 trips to a mainline freeway monitoring location (in either direction) during either the weekday AM or PM peak hour. The CMP analysis uses a demand-to-capacity (D/C) ratio to determine facility LOS based on capacity identified in Appendix A of the CMP. Similar to arterial monitoring intersections, a significant impact requiring mitigation occurs if project traffic causes an incremental increase in freeway segment D/C ratio of 0.02 or greater to a facility projected to operate at LOS F (D/C > 1.00) after the addition of project traffic.

Transit Impact Review Guidelines

The CMP requires that a transit system analysis be performed to determine whether a project would increase transit ridership beyond the current capacity of the transit system.

ARTERIAL MONITORING STATION ANALYSIS

The CMP identifies the following two arterial monitoring intersections within the Study Area:

- Santa Monica Boulevard & Western Avenue (1.75 miles southeast of the Project Site)
- Santa Monica Boulevard & Highland Avenue (0.50 miles south of the Project Site)

AM and PM peak hour traffic for these intersections were based on the Project trips illustrated in Figure 13.

Based on this methodology, the number of peak hour Project trips expected at each arterial monitoring intersection is as follows:

Intersection	Peak Hour Trips		Requires CMP Analysis?
	AM	PM	
Western Avenue & Santa Monica Boulevard	59	77	Yes
Highland Avenue & Santa Monica Boulevard	96	130	Yes

The Project would add more than 50 peak hour trips at each of the arterial monitoring intersections within the Project Study Area. Therefore, further analysis of the CMP arterial monitoring intersections is required.

As shown in Table 17, before mitigation, both arterial monitoring intersections operate at LOS F during the Future with Project Conditions. Although the intersection of Santa Monica Boulevard & Western Avenue operates at LOS F during both the AM and PM peak hours under Future with Project Conditions, as shown in Table 17, the addition of Project traffic would not result in an increase in V/C ratio of 0.02 or more. Therefore, the intersection would not be significantly impacted based on CMP criteria. The addition of Project traffic results in an increase in V/C ratio of 0.02 or greater during both the AM and PM peak hours at the intersection of Highland Avenue & Santa Monica Boulevard. Thus, the intersection would be significantly impacted under CMP criteria. As described in Chapter 7 the intersection would also be significantly impacted based on LADOT criteria, and would be reduced to a level of less than significance with implementation of the Project's mitigation package, which includes the TDM program, additional transit service on Santa Monica Boulevard, and TSM improvements.

FREEWAY SEGMENT ANALYSIS

The CMP identifies one mainline freeway monitoring location within the vicinity of the Project Site. The monitoring location is on US 101 south of Santa Monica Boulevard, approximately two miles southeast of the Project Site. At this location, the Project is projected to add a total of 66 southbound trips and 52 northbound peak hour trips during the AM peak hour and 58 southbound trips and 73 northbound trips during the PM peak hour. Although the Project would

not add 150 trips in either direction during either peak hour to the CMP mainline freeway monitoring location, further CMP analysis was conducted.

As shown in Tables 18 and 19, although the freeway mainline segment would operate at LOS F in the southbound direction under both Existing with Project and Future with Project Conditions, the addition of Project traffic would not cause the D/C ratio to increase by 0.02. Therefore, the Project would not result in a significant impact on US 101 south of Santa Monica Boulevard based on CMP criteria.

REGIONAL TRANSIT IMPACT ANALYSIS

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle occupancy factor of 1.4 in order to estimate the number of person trips to and from the Project and guidance regarding the percentage of Project person trips that may use public transit to travel to and from the Project Site depending on the mix of uses and proximity to transit. Based on the assumptions in the trip generation estimates shown in Table 8B, a 15% transit/walk adjustment was applied to account for the use of non-auto travel modes (e.g., rail, light-rail, bus, bicycle, walk, etc.) For the purposes of this analysis, all the transit/walk trip estimates from Table 8B were conservatively assumed to travel via public transit.

As shown in Table 8B, accounting for the existing use credit but prior to mitigation and trip reduction adjustments, the Project is estimated to generate 1,304 AM peak hour trips and 2,030 PM peak hour trips. Assuming an AVO of 1.4, the Project's vehicle trips result in an estimated increase of 1,826 person trips during the AM peak hour and 2,842 person trips during the PM peak hour. Using the 15% mode split, the Project would generate approximately 274 net new transit trips in the AM peak hour and 426 net new transit trips in the PM peak hour.

As detailed in Chapter 2, the Hollywood area is served by numerous established transit routes. The Project is also located within walking distance to the Red Line station at Hollywood/Highland and in close proximity to other local and regional transit lines, as well as a wide diversity of land uses within reasonable walking distance. The total capacity of the

analyzed transit lines within the Study Area during the AM and PM peak hours is approximately 11,112 and 11,003 trips, respectively. The Project's AM and PM peak hour person trips by transit are projected at 274 and 426 trips, respectively, or approximately less than 4% of the available capacity during AM and PM peak hours. As detailed in Table 4, the Project Site is served by numerous Rapid and local bus lines, local LADOT DASH service, as well as the Metro Red Line. Although the Project (and other related projects) will cumulatively add transit ridership, the Project Site, greater Hollywood area and Study Area are served by a vast amount of transit service. As such, although maximum ridership may currently exceed capacity along a specific local route (e.g., Metro Local 2/302, LADOT DASH Hollywood Wilshire) during both the AM and PM peak hours, overall, the total transit capacity of the numerous bus lines and Metro lines can accommodate the Project's transit trips. Therefore, the Project would not exceed regional transit capacity and transit impacts would be less than significant. Furthermore, it is assumed that public transit providers would add additional service when required in order to accommodate cumulative demand in the region. Therefore, cumulative impacts on public transit would be less than significant.

TABLE 17
CMP ARTERIAL MONITORING INTERSECTION
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions				Existing with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
92.	Highland Ave &	AM	0.736	C	0.758	C	0.022	NO	0.730	C	-0.006	NO
	Santa Monica Blvd	PM	0.761	C	0.774	C	0.013	NO	0.748	C	-0.013	NO
101.	Western Ave &	AM	0.756	C	0.764	C	0.008	NO	0.738	C	-0.018	NO
	Santa Monica Blvd	PM	0.786	C	0.797	C	0.011	NO	0.771	C	-0.015	NO
No.	**Intersection**	**Peak Hour**	**Future without Project Conditions**		**Future with Project Conditions**				**Future with Project with Mitigation Conditions**			
			V/C	**LOS**	**V/C**	**LOS**	**Change in V/C**	**Significant Impact**	**V/C**	**LOS**	**Change in V/C**	**Significant Impact**
92.	Highland Ave &	AM	1.015	F	1.037	F	0.022	**YES**	1.009	F	-0.006	NO
	Santa Monica Blvd	PM	1.065	F	1.078	F	0.013	NO	1.052	F	-0.013	NO
101.	Western Ave &	AM	1.009	F	1.018	F	0.009	NO	0.992	E	-0.017	NO
	Santa Monica Blvd	PM	1.051	F	1.067	F	0.016	NO	1.040	F	-0.011	NO

TABLE 18
CMP FREEWAY SEGMENT ANALYSIS
EXISTING WITH PROJECT OPERATING CONDITIONS

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Existing Volume [c]	Existing D/C Ratio	Level of Service	Project Traffic	Existing with Project Volume [d]	Existing with Project D/C Ratio	Level of Service	Change in D/C [e]	Significant Impact? [f]
AM Peak Hour												
US 101 south of	NB	4	8,000	6,138	0.77	C	34	6,172	0.77	C	0.004	NO
Santa Monica Boulevard	SB	4	8,000	10,925	1.37	F	58	10,983	1.37	F	0.007	NO
PM Peak Hour												
US 101 south of	NB	4	8,000	5,088	0.64	B	69	5,157	0.64	B	0.009	NO
Santa Monica Boulevard	SB	4	8,000	10,808	1.35	F	48	10,856	1.36	F	0.006	NO

Notes

[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.

[b] Capacity reflects a lane capacity is 2,000 vehicles per hour per lane.

[c] An ambient growth rate of 1% per year was applied to the year 2014 traffic volume data from recent Caltrans published volume data *2014 Traffic Volumes on the California State Highways,* Caltrans, 2015) to reflect Existing traffic conditions.

[d] Existing with Project traffic volumes reflect Existing traffic volumes plus the Project traffic volume.

[e] Change in demand to capacity (D/C) ratio based on Existing with Project D/C ratio - Existing D/C ratio.

[f] Significant impact based on freeway segment analysis as outlined in Appendix D, subsection D.8.3 and corresponding significance thresholds outlined in subsection D.9.1 of *2010 Congestion Management Program,* (Metro, 2010). As described therein, an impact if deemed significant if the change in D/C ratio >= 0.02, causing or worsening LOS F (D/C >= 1.0)

TABLE 19
CMP FREEWAY SEGMENT ANALYSIS
FUTURE WITH PROJECT OPERATING CONDITIONS (YEAR 2022)

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Existing Year Volume [c]	Related Projects Traffic	Future without Project Volume [c]	Future without Project D/C Ratio	Level of Service	Project Traffic	Future with Project Volume [d]	Future with Project D/C Ratio	Level of Service	Change in D/C [e]	Significant Impact? [f]
AM Peak Hour														
US 101 south of	NB	4.5	9,000	6,138	1669	8,250	0.92	E	34	8,284	0.92	E	0.004	NO
Santa Monica Boulevard	SB	5	10,000	10,925	1259	12,972	1.30	F	58	13,030	1.30	F	0.006	NO
PM Peak Hour														
US 101 south of	NB	4.5	9,000	5,088	1805	7,260	0.81	D	69	7,329	0.81	D	0.008	NO
Santa Monica Boulevard	SB	5	10,000	10,808	2081	13,668	1.37	F	48	13,716	1.37	F	0.005	NO

Notes

[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.

[b] Capacity reflects a lane capacity is 2,000 vehicles per hour per lane.

[c] Future without Project traffic volumes reflect the Existing traffic volumes (Table 11) added to ambient traffic growth and Related Projects traffic growth

[d] Future with Project traffic volumes reflect Future Without Project traffic volumes plus the Project traffic volume.

[e] Change in demand to capacity (D/C) ratio based on Future With Project D/C ratio - Future Without Project D/C ratio.

[f] Significant impact based on freeway segment analysis as outlined in Appendix D, subsection D.8.3 and corresponding significance thresholds outlined in subsection D.9.1 of *2010 Congestion Management Program,* (Metro, 2010). As described therein, an impact if deemed significant if the change in D/C ratio >= 0.02, causing or worsening LOS F (D/C >= 1.0).

Chapter 11
Caltrans Analysis

This chapter presents an analysis of Caltrans facilities, including freeway mainline segments, Caltrans intersections, off-ramp queuing, on-ramp capacity, and freeway ramp sections to provide further information to the decision makers. The analysis follows the guidelines found in the Caltrans TIS Guide as required. As detailed in the MOU, the Project exceeds the screening thresholds identified in the Caltrans Agreement at freeway off-ramps. Thus, further consultation with Caltrans and analyses of Caltrans facilities were conducted. The screening analysis is included in the MOU provided in Appendix A.

ANALYZED FACILITIES

As shown in Table 20, the analyses conducted on Caltrans facilities included freeway mainline segments, signalized and unsignalized ramp intersections, intersections along Santa Monica Boulevard under Caltrans jurisdiction, off-ramp queuing, on-ramp capacity, and freeway ramp sections.

Eight freeway mainline segments on US 101 were analyzed using HCM methodology to determine density, speed, and LOS. In the absence of specific Caltrans significance thresholds for analyzing impacts to freeway mainline segments, the segments were also analyzed for the Project's effect on operating conditions, which was classified based on the measured flow past a designated point compared to the estimated capacity of that section of the freeway. Capacity is calculated by multiplying the lane capacity by the number of lanes in each segment. In accordance with Caltrans guidelines, the lane capacity is assumed to be 2,000 vehicles per hour per freeway mainline lane (vphpl). No additional capacity is assumed for auxiliary lanes linking on-ramps and off-ramps. The LOS definitions for freeway mainline segments are presented in Table 21 and 22.

Twenty signalized and eight unsignalized intersections located at freeway ramps or along Santa Monica Boulevard and under partial Caltrans jurisdiction were analyzed using HCM methodology to identify average vehicle delay and LOS.

Nine freeway off-ramps were analyzed for ramp queue lengths using the Synchro software to estimate queues. The ramp volumes at six freeway on-ramps were reviewed. A total of 13 freeway on- and off-ramps were analyzed using the appropriate HCM Merge, Diverge, or Weaving Segment methodology depending on the configuration of the ramps.

Appendix H contains the LOS worksheets for each type of analysis.

IMPACT THRESHOLDS

The Caltrans TIS Guide states that Caltrans' target LOS is "at the transition between LOS C and LOS D," which is generally interpreted to mean in the lower half of the range of LOS D (where the LOS is determined based on the freeway mainline density or the intersection delay). When that threshold has already been exceeded, the existing condition (or projected future condition) should be maintained with the addition of Project traffic.

However, Caltrans does not identify specific incremental criteria by which to measure the significance of impacts to freeway mainline segments or intersections, and therefore it is not possible to identify whether a specific facility would be significantly impacted under Caltrans criteria. In the absence of specific Caltrans criteria for evaluating impacts, the freeway mainline segments and Caltrans intersections were analyzed for the Project's effect on operating conditions, based conservatively on the CMP significance criteria presented in Chapter 10. As described in Chapter 10, a significant impact requiring mitigation occurs if project traffic causes an incremental increase in intersection V/C ratio of 0.02 or greater to a facility projected to operate at LOS F (V/C > 1.00) after the addition of project traffic.

Improvements to Caltrans freeway facilities tend to be beyond the feasibility of any individual project to implement, therefore, Appendix B of the Caltrans TIS Guide provides a methodology to identify a project's proportionate share of the future traffic growth on the Caltrans freeway

facilities. The proportionate share is calculated as the Project's percentage of the total projected traffic growth on a freeway mainline segment up to year 2035.

FREEWAY MAINLINE SEGMENTS

Eight freeway mainline segments on US 101 were analyzed using the HCM methodology.

Year 2015 Conditions

Existing freeway volumes were collected using Caltrans' recently published traffic count data (*2014 Traffic Volumes on California State Highways,* Caltrans, 2015) and are summarized in Table 23. The data consists of the annual average daily traffic (AADT) volumes, as well as the two-way peak hour percent of AADT factor ("K factor") and the percent traffic in the peak direction factor ("D factor"), which were used to develop peak hour volumes. Table 24 summarizes the results of the HCM analysis for Existing Conditions, Existing with Project Conditions and Existing with Project with Mitigation Conditions for year 2015.

Tables 25 to 27 summarize the Existing, Existing with Project and Existing with Project with Mitigation operating conditions based on the capacity, peak hour volume, and LOS for each of the freeway mainline segments. As shown in Tables 26 and 27, based conservatively on CMP significance criteria, the Project would not significantly impact any of the freeway mainline segments as it would not increase the V/C ratio by 0.020 or more that worsens an LOS F condition.

Year 2022 Conditions

Traffic volumes were projected for year 2022 to reflect the Project buildout year and are summarized in Table 23. The existing traffic volumes were increased by both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3. Table 28 summarizes the results of the HCM analysis for Future without Project Conditions, Future with Project Conditions and Future with Project with Mitigation Conditions for year 2022.

Tables 29 to 31 summarize the Future without Project, Future with Project and Future with Project with Mitigation operating conditions based on the capacity, peak hour volume, and LOS for each of the freeway mainline segments. As shown in Tables 30 and 31, based conservatively on CMP significance criteria, the Project would not significantly impact any of the freeway mainline segments as it would not increase the V/C ratio by the 0.020 or more that worsens an LOS F condition.

Year 2035 Conditions

Traffic volumes were projected for year 2035 to reflect a 20-year horizon and for fair-share calculation purposes and are summarized in Table 23. The existing traffic volumes were increased by both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3. Table 32 summarizes the results of the HCM analysis for Future without Project Conditions, Future with Project Conditions and Future with Project with Mitigation Conditions for year 2035.

Tables 33 to 35 summarize the Future without Project, Future with Project and Future with Project with Mitigation operating conditions based on the capacity, peak hour volume, and LOS for each of the freeway mainline segments. As shown in Tables 34 and 35, based conservatively on CMP significance criteria, the Project would not significantly impact any of the freeway mainline segments as it would not increase the V/C ratio by 0.020 or more that worsens an LOS F condition. Additionally, implementation of the Project's mitigation program further reduces the Project traffic on the freeway mainline segments.

Proportionate-Share

As described previously, the Project alone would not result in significant impacts at any of the analyzed freeway mainline segments, but would contribute to the cumulative future traffic volumes. Table 36 summarizes the calculation of the Project's proportionate share of projected future year 2035 traffic added to each of the freeway mainline segments based on the Appendix B of the Caltrans TIS Guide. As previously noted, the proportionate share is calculated as the

Project's percentage of the total projected traffic growth on a freeway mainline segment over the next 20 years (to year 2035). It should be noted that the Project's proportionate share of future traffic growth on the freeway mainline would be further reduced with implementation of the mitigation program. Thus, the analysis is conservative.

INTERSECTIONS

As described in Chapter 2, a total of 111 intersections, primarily located in the City of Los Angeles (some are partially located within City of West Hollywood) are analyzed as part of the traffic study according to the significance thresholds established by the lead agency (City of Los Angeles). As shown in Table 20, this Caltrans analysis focuses on the 10 signalized freeway ramp locations and eight unsignalized freeway ramp locations associated with US 101. In addition, 10 signalized intersections are located along Santa Monica Boulevard, a Caltrans facility within the City of Los Angeles.

Overview

As described in Chapter 7, in response to significant impacts identified using City of Los Angeles significance criteria, the Project would implement various mitigation measures that would improve operations at the study intersections, including the intersections within partial Caltrans jurisdiction. The Project would implement a TDM program and participate in the Hollywood TMO, which will reduce ambient traffic and Project traffic throughout the Study Area, and generally improve intersection operating conditions. The Project would fund TSM improvements at key intersections along corridors, including several of the Caltrans intersections. Other mitigation measures include additional transit system improvements (e.g., transit buses, shuttles, shelters, and/or other enhancements) to further enhance usage of the transit system as an alternative to automobile trips. The transit system improvements would be focused on increasing service along the Metro Route 4 and the LADOT DASH-Hollywood routes, which include Santa Monica Boulevard. As shown in Chapter 8, the mitigation measures would reduce Project-related vehicular traffic and improve intersection operating conditions. Caltrans does not have specific criteria to determine significance of incremental changes in intersection operations. Therefore, for purposes of this analysis, the significance of the traffic-

related impacts is based on the Lead Agency's (City of Los Angeles) significance thresholds and analyses presented in Chapters 1 through 10.

The intersections under Caltrans jurisdiction were further analyzed using the HCM methodology according to Caltrans TIS Guidelines and implemented using the Synchro software. Actual signal timing based on current timing charts provided by LADOT (which operates the signals) was incorporated into the analysis. Table 37 summarizes the LOS definitions for signalized and unsignalized intersections.

Caltrans has not published a specific significance threshold that defines a significant impact for signalized or unsignalized intersections. However, as described below and detailed in Tables 38 to 43, several signalized and unsignalized intersections are projected to operate at LOS E or F during the AM and/or PM peak hours and the Project potentially increases the delay at those intersections.

Year 2015 Conditions

The analysis of year 2015 conditions was conducted using available traffic count data from year 2015, provided in Appendix C. Table 38 summarizes the results of the signalized HCM analysis for Existing Conditions, Existing with Project Conditions and Existing with Project with Mitigation Conditions for year 2015. Table 39 summarizes the results of the unsignalized HCM analysis for Existing, Existing with Project and Existing with Project with Mitigation Conditions for year 2015.

Year 2022 Conditions

The year 2022 traffic volumes were developed by increasing the existing traffic volumes with both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3.

Table 40 summarizes the results of the signalized HCM analysis for Future without Project conditions, Future with Project conditions and Future with Project with Mitigation conditions for year 2022. Table 41 summarizes the results of the unsignalized HCM analysis for Future

without Project Conditions, Future with Project Conditions and Future with Project with Mitigation Conditions for year 2022.

Year 2035 Conditions

The year 2035 traffic volumes were developed by increasing the existing traffic volumes with both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3.

Table 42 summarizes the results of the signalized HCM analysis for Future without Project conditions, Future with Project conditions and Future with Project with Mitigation conditions for year 2035. Table 43 summarizes the results of the unsignalized HCM analysis for Future without Project Conditions, Future with Project Conditions and Future with Project with Mitigation Conditions for year 2035.

OFF-RAMP QUEUES

Nine off-ramps from US 101 were analyzed to determine whether the length of the ramps were sufficient to accommodate vehicle queue lengths. The queue lengths were estimated using Synchro, which reports the 95th percentile queue length, in feet, for each approach lane on the off-ramp.

The assessment of the off-ramps include a review of the vehicle queue length as compared to the total available queuing capacity of the ramp to determine whether the vehicle queue would extend beyond the length of the ramp onto the mainline. To this end, the queuing analysis looks at two separate components of ramp capacity: the first is the length of each approach lane to the intersection, and the remaining length of the ramp, behind any approach lane delineation lines, to the gore point where the ramp diverges from the freeway mainline. The queue may exceed the striped length of a given approach lane, as long as there is sufficient additional queuing capacity on the ramp, it will not spill over onto the mainline.

Year 2015 Conditions

The analysis of year 2015 conditions was conducted using available traffic count data from year 2015. Table 44 summarizes the results of the queuing analysis for Existing Conditions and Existing with Project Conditions for year 2015. As shown in Table 44, the US 101 Southbound Off-Ramp at Cahuenga Boulevard would have queues exceeding the available storage on the ramp during the AM peak hour, with and without Project traffic. The queue lengths at the remaining eight off-ramps would not exceed the capacity of the approach lanes or the ramps. The Project would not substantially worsen queuing at any location.

Year 2022 Conditions

The year 2022 traffic volumes were developed by increasing the existing traffic volumes by both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3. Table 45 summarizes the results of the queuing analysis for Future without Project Conditions and Future with Project Conditions for year 2022. As shown in Table 45, the US 101 Southbound Off-Ramp at Cahuenga Boulevard would have queues exceeding the available storage on the ramp during the AM peak hour, with and without Project traffic. The queue lengths at the remaining eight off-ramps would not exceed the capacity of the approach lanes or the ramps. The Project would not substantially worsen queuing at any location. By comparison, implementation of the Project's mitigation program will further reduce the Project-related traffic on the off-ramps. Therefore, this analysis is conservative.

Year 2035 Conditions

The year 2035 traffic volumes were developed by increasing the existing traffic volumes by both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3. Table 46 summarizes the results of the queuing analysis for Future without Project Conditions and Future with Project Conditions for year 2035. As shown in Table 46, the following off-ramp locations

would have queues that exceed the available storage on the ramp, with and without Project traffic:

Q-3. US 101 Southbound Off-Ramp at Hollywood Boulevard (AM and PM peak hours)
Q-5. US 101 Southbound Off-Ramp at Cahuenga Boulevard (AM peak hour)
Q-7. US 101 Southbound Off-Ramp at Gower Street (AM peak hour)

The queue lengths at the remaining six off-ramps would not exceed the capacity of the approach lanes or the ramps. The Project would not substantially worsen queuing at any location. It should be noted that implementation of the Project's mitigation program will further reduce the Project-related traffic on the off-ramps. Therefore, this analysis is conservative.

ON-RAMP CAPACITY

Six on-ramps were analyzed to determine the existing or projected volumes as compared to the ramp capacity.

Year 2015 Conditions

The analysis of year 2015 conditions was conducted using available traffic count data from year 2015. Table 47 summarizes the results of the on-ramp analysis for Existing Conditions and Existing with Project Conditions for year 2015. As shown in Table 47, the Project would not substantially increase the on-ramp volumes at any of the six analyzed on-ramps during either the AM or PM peak hours.

Year 2022 Conditions

The year 2022 traffic volumes were developed by increasing the existing traffic volumes by both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3. Table 48 summarizes the results of the on-ramp analysis for Future without Project Conditions and Future

with Project Conditions for year 2022. As shown in Table 48, the Project would not substantially increase the on-ramp volumes at any of the six analyzed on-ramps during either the AM or PM peak hours. It should be noted that implementation of the Project's mitigation program will further reduce the Project-related traffic on the freeway on-ramps. Therefore, this analysis is conservative.

Year 2035 Conditions

The year 2035 traffic volumes were developed by increasing the existing traffic volumes by both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3. Table 49 summarizes the results of the on-ramp analysis for Future without Project Conditions and Future with Project Conditions for year 2035. As shown in Table 49, the Project would not substantially increase the on-ramp volumes at any of the six analyzed on-ramps during either the AM or PM peak hours. It should be noted that implementation of the Project's mitigation program will further reduce the Project-related traffic on the freeway on-ramps. Therefore, this analysis is conservative.

FREEWAY RAMP SECTIONS

Freeway ramp sections were analyzed using the HCM 2010 methodology procedures. Ramp junctions are the connection points between interchange ramps and the freeway mainline. In some cases, ramp junctions between successive interchanges are connected by an auxiliary lane. This configuration is referred to as a weaving section and is analyzed using the same LOS criteria as ramp junctions. HCM 2010 defines LOS for weaving sections based on the density of freeway traffic in the ramp junction influence area as described in Table 50.

Year 2015 Conditions

Existing freeway volumes were collected using Caltrans' recently published traffic count data. As shown in Table 51, 10 of the 13 freeway ramps' merge, diverge, and weaving sections are

projected to operate at LOS E or F during at least one of the analyzed peak hours under Existing Conditions, with and without Project traffic. The remaining three freeway ramps' merge and diverge sections are projected to operate at LOS D or better during the analyzed peak hours under Existing Conditions, with and without Project traffic.

Year 2022 Conditions

Traffic volumes were projected for Year 2020 to reflect the Project buildout year. The existing traffic volumes were increased by both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3. As shown in Table 52, 11 of the 13 freeway ramps' merge, diverge, and weaving sections are projected to operate at LOS E or F during at least one of the analyzed peak hours under Future Conditions, with and without Project traffic. The remaining two freeway ramps' diverge sections are projected to operate at LOS D or better during the analyzed peak hours under Future Conditions, with and without Project traffic. It should be noted that implementation of the Project's mitigation program will further reduce the Project-related traffic on the freeway. Therefore, this analysis is conservative.

Year 2035 Conditions

Traffic volumes were projected for Year 2035 to reflect a 20-year horizon. The existing traffic volumes were increased by both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2022 in Chapter 3. As shown in Table 53, 11 of the 13 freeway ramps' merge, diverge, and weaving sections are projected to operate at LOS E or F during at least one of the analyzed peak hours under Future Conditions, with and without Project traffic. The remaining two freeway ramps' diverge sections are projected to operate at LOS D or better during the analyzed peak hours under Future Conditions, with and without Project traffic. It should be noted that implementation of the Project's mitigation program will further reduce the Project-related traffic on the freeway. Therefore, this analysis is conservative.

TABLE 20
ANALYZED CALTRANS FACILITIES

ID	Location
Freeway Mainline Segments	
FS-1.	US 101 between Barham Boulevard & Highland Avenue
FS-2.	US 101 between Highland Avenue & Cahuenga Boulevard
FS-3.	US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue
FS-4.	US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard
FS-5.	US 101 between Hollywood Boulevard & Sunset Boulevard
FS-6.	US 101 between Sunset Boulevard & Western Avenue
FS-7.	US 101 between Western Avenue & Santa Monica Boulevard
FS-8.	US 101 between Santa Monica Boulevard & Melrose Avenue
Signalized Intersections	
Freeway Ramp Intersections	
S-1.	Cahuenga Blvd East & Pilgrimage Bridge (Intersection #1)
S-2.	Highland Ave / US 101 Northbound On-Ramp & Pat Moore Way / Hollywood Bowl Rd / US 101 Southbound On-Ramp (Intersection #2)
S-3.	US 101 Northbound Off-Ramp & Cahuenga Blvd (Intersection #3)
S-4.	Cahuenga Blvd & US 101 Northbound Off-Ramp (Intersection #7)
S-5.	Vine St & Franklin Ave / US 101 Southbound Off-Ramp (Intersection #17)
S-6.	Argyle Ave / US 101 Northbound On-Ramp & Franklin Ave (Intersection #18)
S-7.	US 101 Southbound Ramps & Hollywood Blvd (Intersection #48)
S-8.	US 101 Northbound Off-Ramp & Hollywood Blvd (Intersection #49)
S-9.	US 101 Southbound On-Ramp & Santa Monica Blvd (Intersection #102)
S-10.	US 101 Northbound Off-Ramp & Santa Monica Blvd (Intersection #103)
Arterial Intersections along Santa Monica Boulevard	
S-11.	Highland Ave & Santa Monica Blvd (Intersection #92)
S-12.	Las Palmas Ave & Santa Monica Blvd (Intersection #93)
S-13.	Wilcox Ave & Santa Monica Blvd (Intersection #94)
S-14.	Cahuenga Blvd & Santa Monica Blvd (Intersection #95)
S-15.	Vine St & Santa Monica Blvd (Intersection #96)
S-16.	Gower St & Santa Monica Blvd (Intersection #97)
S-17.	Bronson Ave & Santa Monica Blvd (Intersection #98)
S-18.	Van Ness Ave & Santa Monica Blvd (Intersection #99)
S-19.	Wilton Pl & Santa Monica Blvd (Intersection #100)
S-20.	Western Ave & Santa Monica Blvd (Intersection #101)
Unsignalized Intersections	
Freeway Ramp Intersections	
U-1.	Cahuenga Blvd & US 101 Southbound Off-Ramp (Intersection #1)
U-2.	Cahuenga Blvd & US 101 Southbound On-Ramp (Intersection #2)
U-3.	Argyle Ave & US 101 Southbound On-Ramp (Intersection #3)
U-4.	Gower Street & US 101 Northbound Off-Ramp (Intersection #4)
U-5.	Gower Street & US 101 Southbound Off-Ramp/Yucca Street (Intersection #5)
U-6.	US 101 Southbound Off-Ramp/Van Ness Avenue & Harold Way (Intersection #10)
U-7.	Wilton Pl & US 101 Northbound Off-Ramp/Harold Way (Intersection #11)
U-8.	US 101 Southbound On-Ramp & Sunset Blvd (Intersection #12)
Off-ramp Queues	
Q-1.	Cahuenga Blvd & US 101 Northbound Off-Ramp
Q-2.	Vine St & Franklin Ave / US 101 Southbound Off-Ramp
Q-3.	US 101 Southbound Ramps & Hollywood Blvd
Q-4.	US 101 Northbound Off-Ramp & Hollywood Blvd
Q-5.	Cahuenga Blvd & US 101 Southbound Off-Ramp

TABLE 20 (CONTINUED)
ANALYZED CALTRANS FACILITIES

ID	Location
Q-6.	Gower Street & US 101 Northbound Off-Ramp
Q-7.	Gower Street & US 101 Southbound Off-Ramp/Yucca Street
Q-8.	US 101 Southbound Off-Ramp/Van Ness & Harold Way
Q-9.	Wilton Pl & US 101 Northbound Off-Ramp/Harold Way
On-Ramp Capacity	
O-1.	Caheuenga Blvd East/US 101 Northbound On-Ramp & Pilgrimage Bridge
O-2.	Cahuenga Blvd West/Highland Ave & US 101 Northbound On-Ramp
O-3.	Argyle Ave / US 101 Northbound On-Ramp & Franklin Ave
O-4.	US 101 Southbound Ramps & Hollywood Blvd
O-5.	US 101 Southbound On-Ramp & Sunset Blvd
O-6.	US 101 Southbound On-Ramp & Santa Monica Blvd
Freeway Ramp Sections	
R-1.	US 101 Southbound On-Ramp from Highland Avenue
R-2.	US 101 Southbound On-Ramp from Cahuenga Boulevard
R-3.	US 101 Northbound Off-Ramp to Cahuenga Boulevard
R-4.	US 101 Northbound On-Ramp from Argyle Avenue
R-5.	US 101 Northbound Off-Ramp to Hollywood Boulevard
R-6.	US 101 Southbound On-Ramp from Hollywood Boulevard
R-7.	US 101 Southbound On-Ramp from Sunset Boulevard
R-8.	US 101 Northbound Off-Ramp to Sunset Boulevard/Wilton Place
R-9.	US 101 Northbound On-Ramp from Western Avenue
R-10.	US 101 Southbound Off-Ramp to Santa Monica Boulevard at Lexington Avenue
R-11.	US 101 Southbound On-Ramp from Santa Monica Boulevard
R-12.	US 101 Northbound Off-Ramp to Santa Monica Boulevard
R-13.	US 101 Northbound On-Ramp from Melrose Avenue at Normandie Avenue

TABLE 21
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS - DENSITY

Level of Service	Description	Density [a]
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤ 11
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	> 11 and ≤ 18
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 18 and ≤ 26
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	> 26 and ≤ 35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	> 35 and ≤ 45
F	Represents a breakdown in flow and oversaturated conditions.	> 45

Notes

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010) and Caltrans.

[a] Density is defined in vehicles per mile per lane and describes the proximity to other vehicles and is related to the freedom to maneuver within the traffic stream (*2010 Highway Capacity Manual,* Transportation Research Board, 2010).

TABLE 22
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS - OPERATING CONDITIONS

Level of Service	Volume/Capacity Ratio	Flow Conditions
A	0.00 - 0.35	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.
B	0.36 - 0.54	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.
C	0.55 - 0.77	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.
D	0.78 - 0.93	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.
E	0.94 - 1.00	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.
F(0)	1.01 - 1.25	Forced traffic flow. Speed and flow may be greatly reduced with high densities.
F(1)	1.26 - 1.35	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(2)	1.36 - 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(3)	> 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.

Source: *2010 Congestion Management Program* (Metro, 2010)

TABLE 23
FREEWAY MAINLINE SEGMENT TRAFFIC VOLUMES

Freeway Mainline Segment	Peak Hour	Direction	Vehicles per Hour (VPH)					
			Existing Conditions [a]	Existing with Project Conditions	Future without Project Conditions (Year 2022)	Future with Project Conditions (Year 2022)	Future without Project Conditions (Year 2035)	Future with Project Conditions (Year 2035)
US 101 between Barham Boulevard & Highland Avenue	AM Peak Hour	NB	7,437	7,474	8,558	8,595	10,539	10,576
		SB	13,239	13,276	14,905	14,942	17,880	17,917
	PM Peak Hour	NB	6,166	6,204	7,462	7,500	9,472	9,510
		SB	13,097	13,164	14,881	14,948	18,125	18,192
US 101 between Highland Avenue & Cahuenga Boulevard	AM Peak Hour	NB	6,248	6,253	7,015	7,020	8,530	8,535
		SB	11,122	11,134	12,318	12,330	14,599	14,611
	PM Peak Hour	NB	5,180	5,186	6,030	6,036	7,494	7,500
		SB	11,003	11,029	12,246	12,272	14,732	14,758
US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue	AM Peak Hour	NB	5,751	5,756	6,486	6,491	7,929	7,934
		SB	10,236	10,236	11,282	11,282	13,345	13,345
	PM Peak Hour	NB	4,768	4,774	5,599	5,605	7,011	7,017
		SB	10,127	10,127	11,278	11,278	13,513	13,513
US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard	AM Peak Hour	NB	5,363	5,363	5,982	5,982	7,245	7,245
		SB	9,548	9,548	10,507	10,507	12,349	12,349
	PM Peak Hour	NB	4,447	4,447	5,146	5,146	6,317	6,317
		SB	9,446	9,446	10,466	10,466	12,472	12,472
US 101 between Hollywood Boulevard & Sunset Boulevard	AM Peak Hour	NB	5,015	5,026	5,631	5,642	6,863	6,874
		SB	9,131	9,150	10,031	10,050	11,782	11,801
	PM Peak Hour	NB	4,185	4,208	4,855	4,878	5,977	6,000
		SB	9,080	9,096	10,147	10,163	12,169	12,185
US 101 between Sunset Boulevard & Western Avenue	AM Peak Hour	NB	5,944	5,970	6,903	6,929	8,570	8,596
		SB	10,581	10,624	11,565	11,608	13,445	13,488
	PM Peak Hour	NB	4,928	4,980	5,928	5,980	7,459	7,511
		SB	10,468	10,505	11,626	11,663	13,819	13,856
US 101 between Western Avenue & Santa Monica Boulevard	AM Peak Hour	NB	5,391	5,417	6,223	6,249	7,697	7,723
		SB	9,597	9,640	10,658	10,701	12,541	12,584
	PM Peak Hour	NB	4,470	4,522	5,324	5,376	6,594	6,646
		SB	9,494	9,531	10,767	10,804	13,017	13,054
US 101 between Santa Monica Boulevard & Melrose Avenue	AM Peak Hour	NB	6,138	6,172	7,278	7,312	9,159	9,193
		SB	10,925	10,983	12,290	12,348	14,590	14,648
	PM Peak Hour	NB	5,088	5,157	6,311	6,380	8,013	8,082
		SB	10,808	10,856	12,477	12,525	15,269	15,317

Notes
[a] Traffic volume data from recent Caltrans published volume data (*2014 Traffic Volumes on the California State Highways*,Caltrans, 2015).

TABLE 24
EXISTING OPERATING CONDITIONS
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Existing Conditions			Existing with Project Conditions			Existing with Project with Mitigation Conditions		
				Speed [a][b]	**Density** [b][c]	**LOS**	**Speed** [a][b]	**Density** [b][c]	**LOS**	**Speed** [a][b]	**Density** [b][c	**LOS**
FS-1.	US 101 between Barham Boulevard & Highland Avenue	AM	NB	54	38	E	54	38	E	54	38	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	55	30	D	55	31	D	55	31	D
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-2.	US 101 between Highland Avenue & Cahuenga Boulevard	AM	NB	55	31	D	55	31	D	55	31	D
			SB	46	53	F	46	53	F	46	53	F
		PM	NB	55	26	C	55	26	C	55	26	C
			SB	46	51	F	46	52	F	46	52	F
FS-3.	US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue	AM	NB	55	28	D	55	28	D	55	28	D
			SB	31	89	F	31	89	F	31	89	F
		PM	NB	55	24	C	55	24	C	55	24	C
			SB	33	84	F	33	84	F	33	84	F
FS-4.	US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard	AM	NB	55	27	D	55	27	D	55	27	D
			SB	40	66	F	40	66	F	40	66	F
		PM	NB	55	22	C	55	22	C	55	22	C
			SB	41	63	F	41	63	F	41	63	F
FS-5.	US 101 between Hollywood Boulevard & Sunset Boulevard	AM	NB	55	25	C	55	25	C	55	25	C
			SB	44	57	F	43	57	F	43	57	F
		PM	NB	55	21	C	55	21	C	55	21	C
			SB	44	56	F	44	56	F	44	56	F
FS-6.	US 101 between Sunset Boulevard & Western Avenue	AM	NB	55	29	D	55	30	D	55	29	D
			SB	27	108	F	26	111	F	26	110	F
		PM	NB	55	24	C	55	25	C	55	25	C
			SB	28	101	F	28	103	F	28	103	F
FS-7.	US 101 between Western Avenue & Santa Monica Boulevard	AM	NB	55	27	D	55	27	D	55	27	D
			SB	39	67	F	39	68	F	39	68	F
		PM	NB	55	22	C	55	22	C	55	22	C
			SB	40	64	F	40	65	F	40	65	F
FS-8.	US 101 between Santa Monica Boulevard & Melrose Avenue	AM	NB	55	30	D	55	31	D	55	31	D
			SB	21	138	F	21	145	F	20	152	F
		PM	NB	55	25	C	55	26	C	55	26	C
			SB	23	126	F	23	131	F	22	135	F

Notes

OVERFLOW: Traffic demand exceeds the available capacity of the freeway mainline segment .

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 55 mph.

TABLE 25
EXISTING CONDITIONS
FREEWAY MAINLINE SEGMENT PEAK HOUR LEVELS OF SERVICE

No.	Freeway Mainline Segment	Direction	Number of Lanes [a]	Capacity [b]	A.M. Peak Hour			P.M. Peak Hour		
					Volume [c]	V/C	LOS	Volume [c]	V/C	LOS
1.	US 101 between Barham Boulevard and Highland Avenue	NB SB	4 4	8,000 8,000	7,437 13,239	0.93 1.66	D F(3)	6,166 13,097	0.77 1.64	D F(3)
2.	US 101 between Highland Avenue and Cahuenga Boulevard	NB SB	4 5	8,000 10,000	6,248 11,122	0.78 1.11	D F(0)	5,180 11,003	0.65 1.10	C F(0)
3.	US 101 between Cahuenga Boulevard and Gower Street/Argyle Avenue	NB SB	4 4	8,000 8,000	5,751 10,236	0.72 1.28	C F(1)	4,768 10,127	0.60 1.27	C F(1)
4.	US 101 between Gower Street/Argyle Avenue and Hollywood Boulevard	NB SB	4 4	8,000 8,000	5,363 9,548	0.67 1.19	C F(0)	4,447 9,446	0.56 1.18	C F(0)
5.	US 101 between Hollywood Boulevard and Sunset Boulevard	NB SB	4 4	8,000 8,000	5,015 9,131	0.63 1.14	C F(0)	4,185 9,080	0.52 1.14	B F(0)
6.	US 101 between Sunset Boulevard and Western Avenue	NB SB	4 4	8,000 8,000	5,944 10,581	0.74 1.32	C F(1)	4,928 10,468	0.62 1.31	C F(1)
7.	US 101 between Western Avenue and Santa Monica Boulevard	NB SB	4 4	8,000 8,000	5,391 9,597	0.67 1.20	C F(0)	4,470 9,494	0.56 1.19	C F(0)
8.	US 101 between Santa Monica Boulevard and Melrose Avenue	NB SB	4 4	8,000 8,000	6,138 10,925	0.77 1.37	C F(2)	5,088 10,808	0.64 1.35	C F(2)

Notes:
[a] The capacity of an auxiliary lane was assumed to be 1/2 of a freeway mainline lane.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.
[c] An ambient growth rate of 1% per year was applied to the most recent traffic volume data from recent Caltrans published volume data from *2014 Traffic Volumes on California State Highways* (Caltrans, 2015) to reflect Existing year 2015 traffic conditions.

TABLE 26
EXISTING WITH PROJECT CONDITIONS
FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE - AM PEAK HOUR

No.	Freeway Mainline Segment	Direction	Number of Lanes [a]	Capacity [b]	Existing			Existing with Project				Existing with Project with Mitigation			
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Volume	V/C	LOS	Increase in V/C
1.	US 101 between Barham Boulevard and Highland Avenue	NB SB	4 4	8,000 8,000	7,437 13,239	0.930 1.655	D F(3)	7,474 13,276	0.934 1.660	E F(3)	0.004 0.005	7,470 13,271	0.934 1.659	E F(3)	0.004 0.004
2.	US 101 between Highland Avenue and Cahuenga Boulevard	NB SB	4 5	8,000 10,000	6,248 11,122	0.781 1.112	D F(0)	6,253 11,134	0.782 1.113	D F(0)	0.001 0.001	6,253 11,132	0.782 1.113	D F(0)	0.001 0.001
3.	US 101 between Cahuenga Boulevard and Gower Street/Argyle Avenue	NB SB	4 4	8,000 8,000	5,751 10,236	0.719 1.280	C F(1)	5,756 10,236	0.720 1.280	C F(1)	0.001 0.000	5,756 10,236	0.720 1.280	C F(1)	0.001 0.000
4.	US 101 between Gower Street/Argyle Avenue and Hollywood Boulevard	NB SB	4 4	8,000 8,000	5,363 9,548	0.670 1.194	C F(0)	5,363 9,548	0.670 1.194	C F(0)	0.000 0.000	5,363 9,548	0.670 1.194	C F(0)	0.000 0.000
5.	US 101 between Hollywood Boulevard and Sunset Boulevard	NB SB	4 4	8,000 8,000	5,015 9,131	0.627 1.141	C F(0)	5,026 9,150	0.628 1.144	C F(0)	0.001 0.003	5,024 9,148	0.628 1.144	C F(0)	0.001 0.003
6.	US 101 between Sunset Boulevard and Western Avenue	NB SB	4 4	8,000 8,000	5,944 10,581	0.743 1.323	C F(1)	5,970 10,624	0.746 1.328	C F(1)	0.003 0.005	5,966 10,619	0.746 1.327	C F(1)	0.003 0.004
7.	US 101 between Western Avenue and Santa Monica Boulevard	NB SB	4 4	8,000 8,000	5,391 9,597	0.674 1.200	C F(0)	5,417 9,640	0.677 1.205	C F(0)	0.003 0.005	5,413 9,635	0.677 1.204	C F(0)	0.003 0.004
8.	US 101 between Santa Monica Boulevard and Melrose Avenue	NB SB	4 4	8,000 8,000	6,138 10,925	0.767 1.366	C F(2)	6,172 10,983	0.772 1.373	D F(2)	0.005 0.007	6,167 10,977	0.771 1.372	D F(2)	0.004 0.006

Notes:
[a] The capacity of an auxiliary lane was assumed to be 1/2 of a freeway mainline lane.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

TABLE 27
EXISTING WITH PROJECT CONDITIONS
FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE - PM PEAK HOUR

No.	Freeway Mainline Segment	Direction	Number of Lanes [a]	Capacity [b]	Existing			Existing with Project				Existing with Project with Mitigation			
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Volume	V/C	LOS	Increase in V/C
1.	US 101 between Barham Boulevard and Highland Avenue	NB SB	4 4	8,000 8,000	6,166 13,097	0.771 1.637	D F(3)	6,204 13,164	0.776 1.646	D F(3)	0.005 0.009	6,199 13,156	0.775 1.645	D F(3)	0.004 0.008
2.	US 101 between Highland Avenue and Cahuenga Boulevard	NB SB	4 5	8,000 10,000	5,180 11,003	0.648 1.100	C F(0)	5,186 11,029	0.648 1.103	C F(0)	0.000 0.003	5,185 11,026	0.648 1.103	C F(0)	0.000 0.003
3.	US 101 between Cahuenga Boulevard and Gower Street/Argyle Avenue	NB SB	4 4	8,000 8,000	4,768 10,127	0.596 1.266	C F(1)	4,774 10,127	0.597 1.266	C F(1)	0.001 0.000	4,773 10,127	0.597 1.266	C F(1)	0.001 0.000
4.	US 101 between Gower Street/Argyle Avenue and Hollywood Boulevard	NB SB	4 4	8,000 8,000	4,447 9,446	0.556 1.181	C F(0)	4,447 9,446	0.556 1.181	C F(0)	0.000 0.000	4,447 9,446	0.556 1.181	C F(0)	0.000 0.000
5.	US 101 between Hollywood Boulevard and Sunset Boulevard	NB SB	4 4	8,000 8,000	4,185 9,080	0.523 1.135	B F(0)	4,208 9,096	0.526 1.137	B F(0)	0.003 0.002	4,206 9,094	0.526 1.137	B F(0)	0.003 0.002
6.	US 101 between Sunset Boulevard and Western Avenue	NB SB	4 4	8,000 8,000	4,928 10,468	0.616 1.309	C F(1)	4,980 10,505	0.623 1.313	C F(1)	0.007 0.004	4,974 10,500	0.622 1.313	C F(1)	0.006 0.004
7.	US 101 between Western Avenue and Santa Monica Boulevard	NB SB	4 4	8,000 8,000	4,470 9,494	0.559 1.187	C F(0)	4,522 9,531	0.565 1.191	C F(0)	0.006 0.004	4,516 9,526	0.565 1.191	C F(0)	0.006 0.004
8.	US 101 between Santa Monica Boulevard and Melrose Avenue	NB SB	4 4	8,000 8,000	5,088 10,808	0.636 1.351	C F(2)	5,157 10,856	0.645 1.357	C F(2)	0.009 0.006	5,149 10,850	0.644 1.356	C F(2)	0.008 0.005

Notes:
[a] The capacity of an auxiliary lane was assumed to be 1/2 of a freeway mainline lane.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

TABLE 28
FUTURE OPERATING CONDITIONS (YEAR 2022)
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Future without Project Conditions			Future with Project Conditions			Future with Project with Mitigation Conditions		
				Speed [a][b]	Density [b][c]	LOS	Speed [a][b]	Density [b][c]	LOS	Speed [a][b]	Density [b][c]	LOS
FS-1.	US 101 between Barham Boulevard & Highland Avenue	AM	NB	48	48	F	48	49	F	48	49	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	54	38	E	54	38	E	54	38	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-2.	US 101 between Highland Avenue & Cahuenga Boulevard	AM	NB	55	35	D	55	35	D	55	35	D
			SB	36	74	F	36	74	F	36	74	F
		PM	NB	55	30	D	55	30	D	55	30	D
			SB	37	72	F	37	73	F	37	73	F
FS-3.	US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue	AM	NB	55	32	D	55	32	D	55	32	D
			SB	16	195	F	16	195	F	16	195	F
		PM	NB	55	28	D	55	28	D	55	28	D
			SB	16	195	F	16	195	F	16	195	F
FS-4.	US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard	AM	NB	55	30	D	55	30	D	55	30	D
			SB	28	103	F	28	103	F	28	103	F
		PM	NB	55	25	C	55	25	C	55	25	C
			SB	28	100	F	28	100	F	28	100	F
FS-5.	US 101 between Hollywood Boulevard & Sunset Boulevard	AM	NB	55	28	D	55	28	D	55	28	D
			SB	34	80	F	34	81	F	34	81	F
		PM	NB	55	24	C	55	24	C	55	24	C
			SB	33	85	F	32	85	F	32	85	F
FS-6.	US 101 between Sunset Boulevard & Western Avenue	AM	NB	55	34	D	55	34	D	55	34	D
			SB	11	OVERFLOW	F	10	OVERFLOW	F	10	OVERFLOW	F
		PM	NB	55	29	D	55	30	D	55	30	D
			SB	10	OVERFLOW	F	9	OVERFLOW	F	9	OVERFLOW	F
FS-7.	US 101 between Western Avenue & Santa Monica Boulevard	AM	NB	55	31	D	55	31	D	55	31	D
			SB	26	113	F	25	117	F	25	116	F
		PM	NB	55	26	D	55	27	D	55	27	D
			SB	24	122	F	23	126	F	23	125	F
FS-8.	US 101 between Santa Monica Boulevard & Melrose Avenue	AM	NB	54	36	E	54	37	E	54	37	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	55	31	D	55	32	D	55	31	D
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F

Notes

OVERFLOW: Traffic demand exceeds the available capacity of the freeway mainline segment .

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 55 mph.

TABLE 29
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
FREEWAY MAINLINE SEGMENT PEAK HOUR LEVELS OF SERVICE

No.	Freeway Mainline Segment	Direction	Number of Lanes [a]	Capacity [b]	A.M. Peak Hour			P.M. Peak Hour		
					Volume [c]	V/C	LOS	Volume [c]	V/C	LOS
1.	US 101 between Barham Boulevard	NB	4	8,000	8,562	1.070	F(0)	7,465	0.933	E
	and Highland Avenue	SB	4	8,000	14,911	1.864	F(3)	14,888	1.861	F(3)
2.	US 101 between Highland Avenue	NB	4	8,000	7,019	0.877	D	6,033	0.754	C
	and Cahuenga Boulevard	SB	5	10,000	12,323	1.232	F(0)	12,252	1.225	F(0)
3.	US 101 between Cahuenga Boulevard	NB	4	8,000	6,489	0.811	D	5,601	0.700	C
	and Gower Street/Argyle Avenue	SB	4	8,000	11,287	1.411	F(2)	11,283	1.410	F(2)
4.	US 101 between Gower Street/Argyle Avenue	NB	4	8,000	5,984	0.748	C	5,148	0.644	C
	and Hollywood Boulevard	SB	4	8,000	10,512	1.314	F(1)	10,471	1.309	F(1)
5.	US 101 between Hollywood Boulevard	NB	4	8,000	5,633	0.704	C	4,857	0.607	C
	and Sunset Boulevard	SB	4	8,000	10,036	1.255	F(1)	10,151	1.269	F(1)
6.	US 101 between Sunset Boulevard	NB	4	8,000	6,906	0.863	D	5,931	0.741	C
	and Western Avenue	SB	4	8,000	11,570	1.446	F(2)	11,631	1.454	F(3)
7.	US 101 between Western Avenue	NB	4	8,000	6,225	0.778	D	5,327	0.666	C
	and Santa Monica Boulevard	SB	4	8,000	10,663	1.333	F(1)	10,771	1.346	F(1)
8.	US 101 between Santa Monica Boulevard	NB	4	8,000	7,281	0.910	D	6,313	0.789	D
	and Melrose Avenue	SB	4	8,000	12,295	1.537	F(3)	12,483	1.560	F(3)

Notes:
[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.
[c] An ambient growth rate of 1% per year and Related Project traffic was applied to the Existing traffic volumes.

TABLE 30
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE - AM PEAK HOUR

No.	Freeway Mainline Segment	Direction	Number of Lanes [a]	Capacity [b]	Future without Project			Future with Project				Future with Project with Mitigation			
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Volume	V/C	LOS	Increase in V/C
1.	US 101 between Barham Boulevard	NB	4	8,000	8,562	1.070	F(0)	8,599	1.075	F(0)	0.005	8,595	1.074	F(0)	0.004
	and Highland Avenue	SB	4	8,000	14,911	1.864	F(3)	14,948	1.869	F(3)	0.005	14,943	1.868	F(3)	0.004
2.	US 101 between Highland Avenue	NB	4	8,000	7,019	0.877	D	7,024	0.878	D	0.001	7,024	0.878	D	0.001
	and Cahuenga Boulevard	SB	5	10,000	12,323	1.232	F(0)	12,335	1.234	F(0)	0.002	12,333	1.233	F(0)	0.001
3.	US 101 between Cahuenga Boulevard	NB	4	8,000	6,489	0.811	D	6,494	0.812	D	0.001	6,494	0.812	D	0.001
	and Gower Street/Argyle Avenue	SB	4	8,000	11,287	1.411	F(2)	11,287	1.411	F(2)	0.000	11,287	1.411	F(2)	0.000
4.	US 101 between Gower Street/Argyle Avenue	NB	4	8,000	5,984	0.748	C	5,984	0.748	C	0.000	5,984	0.748	C	0.000
	and Hollywood Boulevard	SB	4	8,000	10,512	1.314	F(1)	10,512	1.314	F(1)	0.000	10,512	1.314	F(1)	0.000
5.	US 101 between Hollywood Boulevard	NB	4	8,000	5,633	0.704	C	5,644	0.706	C	0.002	5,642	0.705	C	0.001
	and Sunset Boulevard	SB	4	8,000	10,036	1.255	F(1)	10,055	1.257	F(1)	0.002	10,053	1.257	F(1)	0.002
6.	US 101 between Sunset Boulevard	NB	4	8,000	6,906	0.863	D	6,932	0.867	D	0.004	6,928	0.866	D	0.003
	and Western Avenue	SB	4	8,000	11,570	1.446	F(2)	11,613	1.452	F(3)	0.006	11,608	1.451	F(3)	0.005
7.	US 101 between Western Avenue	NB	4	8,000	6,225	0.778	D	6,251	0.781	D	0.003	6,247	0.781	D	0.003
	and Santa Monica Boulevard	SB	4	8,000	10,663	1.333	F(1)	10,706	1.338	F(1)	0.005	10,701	1.338	F(1)	0.005
8.	US 101 between Santa Monica Boulevard	NB	4	8,000	7,281	0.910	D	7,315	0.914	D	0.004	7,310	0.914	D	0.004
	and Melrose Avenue	SB	4	8,000	12,295	1.537	F(3)	12,353	1.544	F(3)	0.007	12,347	1.543	F(3)	0.006

Notes:
[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

TABLE 31
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE - PM PEAK HOUR

No.	Freeway Mainline Segment	Direction	Number of Lanes [a]	Capacity [b]	Future without Project			Future with Project				Future with Project with Mitigation			
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Volume	V/C	LOS	Increase in V/C
1.	US 101 between Barham Boulevard	NB	4	8,000	7,465	0.933	E	7,503	0.938	E	0.005	7,498	0.937	E	0.004
	and Highland Avenue	SB	4	8,000	14,888	1.861	F(3)	14,955	1.869	F(3)	0.008	14,947	1.868	F(3)	0.007
2.	US 101 between Highland Avenue	NB	4	8,000	6,033	0.754	C	6,039	0.755	C	0.001	6,038	0.755	C	0.001
	and Cahuenga Boulevard	SB	5	10,000	12,252	1.225	F(0)	12,278	1.228	F(0)	0.003	12,275	1.228	F(0)	0.003
3.	US 101 between Cahuenga Boulevard	NB	4	8,000	5,601	0.700	C	5,607	0.701	C	0.001	5,606	0.701	C	0.001
	and Gower Street/Argyle Avenue	SB	4	8,000	11,283	1.410	F(2)	11,283	1.410	F(2)	0.000	11,283	1.410	F(2)	0.000
4.	US 101 between Gower Street/Argyle Avenue	NB	4	8,000	5,148	0.644	C	5,148	0.644	C	0.000	5,148	0.644	C	0.000
	and Hollywood Boulevard	SB	4	8,000	10,471	1.309	F(1)	10,471	1.309	F(1)	0.000	10,471	1.309	F(1)	0.000
5.	US 101 between Hollywood Boulevard	NB	4	8,000	4,857	0.607	C	4,880	0.610	C	0.003	4,878	0.610	C	0.003
	and Sunset Boulevard	SB	4	8,000	10,151	1.269	F(1)	10,167	1.271	F(1)	0.002	10,165	1.271	F(1)	0.002
6.	US 101 between Sunset Boulevard	NB	4	8,000	5,931	0.741	C	5,983	0.748	C	0.007	5,977	0.747	C	0.006
	and Western Avenue	SB	4	8,000	11,631	1.454	F(3)	11,668	1.459	F(3)	0.005	11,663	1.458	F(3)	0.004
7.	US 101 between Western Avenue	NB	4	8,000	5,327	0.666	C	5,379	0.672	C	0.006	5,373	0.672	C	0.006
	and Santa Monica Boulevard	SB	4	8,000	10,771	1.346	F(1)	10,808	1.351	F(2)	0.005	10,803	1.350	F(1)	0.004
8.	US 101 between Santa Monica Boulevard	NB	4	8,000	6,313	0.789	D	6,382	0.798	D	0.009	6,374	0.797	D	0.008
	and Melrose Avenue	SB	4	8,000	12,483	1.560	F(3)	12,531	1.566	F(3)	0.006	12,525	1.566	F(3)	0.006

Notes:
[a] The capacity of an auxiliary lane was assumed to be 1/2 of a freeway mainline lane.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

TABLE 32
FUTURE OPERATING CONDITIONS (YEAR 2035)
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Future without Project Conditions			Future with Project Conditions			Future with Project with Mitigation Conditions		
				Speed [a][b]	Density [b][c]	LOS	Speed [a][b]	Density [b][c]	LOS	Speed [a][b]	Density [b][c]	LOS
FS-1.	US 101 between Barham Boulevard & Highland Avenue	AM	NB	27	105	F	27	107	F	27	107	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	40	64	F	40	65	F	40	65	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-2.	US 101 between Highland Avenue & Cahuenga Boulevard	AM	NB	48	48	F	48	48	F	48	48	F
			SB	9	OVERFLOW	F	9	OVERFLOW	F	9	OVERFLOW	F
		PM	NB	54	38	E	54	38	E	54	38	E
			SB	7	OVERFLOW	F	6	OVERFLOW	F	6	OVERFLOW	F
FS-3.	US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue	AM	NB	52	41	E	52	42	E	52	42	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	55	35	D	55	35	D	55	35	D
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-4.	US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard	AM	NB	54	36	E	54	36	E	54	36	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	55	31	D	55	31	D	55	31	D
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-5.	US 101 between Hollywood Boulevard & Sunset Boulevard	AM	NB	55	34	D	55	34	D	55	34	D
			SB	7	OVERFLOW	F	6	OVERFLOW	F	6	OVERFLOW	F
		PM	NB	55	30	D	55	30	D	55	30	D
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-6.	US 101 between Sunset Boulevard & Western Avenue	AM	NB	48	48	F	48	49	F	48	49	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	54	38	E	54	38	E	54	38	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-7.	US 101 between Western Avenue & Santa Monica Boulevard	AM	NB	53	40	E	53	40	E	53	40	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	55	33	D	55	33	D	55	33	D
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-8.	US 101 between Santa Monica Boulevard & Melrose Avenue	AM	NB	43	57	F	43	58	F	43	58	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	52	42	E	51	43	E	51	43	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F

Notes

OVERFLOW: Traffic demand exceeds the available capacity of the freeway mainline segment .

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 55 mph.

TABLE 33
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)
FREEWAY MAINLINE SEGMENT PEAK HOUR LEVELS OF SERVICE

No.	Freeway Mainline Segment	Direction	Number of Lanes [a]	Capacity [b]	A.M. Peak Hour			P.M. Peak Hour		
					Volume [c]	V/C	LOS	Volume [c]	V/C	LOS
1.	US 101 between Barham Boulevard	NB	4	8,000	10,539	1.317	F(1)	9,472	1.184	F(0)
	and Highland Avenue	SB	4	8,000	17,880	2.235	F(3)	18,125	2.266	F(3)
2.	US 101 between Highland Avenue	NB	4	8,000	8,530	1.066	F(0)	7,494	0.937	E
	and Cahuenga Boulevard	SB	5	10,000	14,599	1.460	F(3)	14,732	1.473	F(3)
3.	US 101 between Cahuenga Boulevard	NB	4	8,000	7,929	0.991	E	7,011	0.876	D
	and Gower Street/Argyle Avenue	SB	4	8,000	13,345	1.668	F(3)	13,513	1.689	F(3)
4.	US 101 between Gower Street/Argyle Avenue	NB	4	8,000	7,245	0.906	D	6,317	0.790	D
	and Hollywood Boulevard	SB	4	8,000	12,349	1.544	F(3)	12,472	1.559	F(3)
5.	US 101 between Hollywood Boulevard	NB	4	8,000	6,863	0.858	D	5,977	0.747	C
	and Sunset Boulevard	SB	4	8,000	11,782	1.473	F(3)	12,169	1.521	F(3)
6.	US 101 between Sunset Boulevard	NB	4	8,000	8,570	1.071	F(0)	7,459	0.932	E
	and Western Avenue	SB	4	8,000	13,445	1.681	F(3)	13,819	1.727	F(3)
7.	US 101 between Western Avenue	NB	4	8,000	7,697	0.962	E	6,594	0.824	D
	and Santa Monica Boulevard	SB	4	8,000	12,541	1.568	F(3)	13,017	1.627	F(3)
8.	US 101 between Santa Monica Boulevard	NB	4	8,000	9,159	1.145	F(0)	8,013	1.002	F(0)
	and Melrose Avenue	SB	4	8,000	14,590	1.824	F(3)	15,269	1.909	F(3)

Notes:
[a] The capacity of an auxiliary lane was assumed to be 1/2 of a freeway mainline lane.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.
[c] An ambient growth rate of 1% per year and Related Project traffic was applied to the Existing traffic volumes.

TABLE 34
FUTURE WITH PROJECT CONDITIONS (YEAR 2035)
FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE - AM PEAK HOUR

No.	Freeway Mainline Segment	Direction	Number of Lanes [a]	Capacity [b]	Future without Project			Future with Project				Future with Project with Mitigation			
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Volume	V/C	LOS	Increase in V/C
1.	US 101 between Barham Boulevard	NB	4	8,000	10,539	1.317	F(1)	10,576	1.322	F(1)	0.005	10,572	1.322	F(1)	0.005
	and Highland Avenue	SB	4	8,000	17,880	2.235	F(3)	17,917	2.240	F(3)	0.005	17,912	2.239	F(3)	0.004
2.	US 101 between Highland Avenue	NB	4	8,000	8,530	1.066	F(0)	8,535	1.067	F(0)	0.001	8,535	1.067	F(0)	0.001
	and Cahuenga Boulevard	SB	5	10,000	14,599	1.460	F(3)	14,611	1.461	F(3)	0.001	14,609	1.461	F(3)	0.001
3.	US 101 between Cahuenga Boulevard	NB	4	8,000	7,929	0.991	E	7,934	0.992	E	0.001	7,934	0.992	E	0.001
	and Gower Street/Argyle Avenue	SB	4	8,000	13,345	1.668	F(3)	13,345	1.668	F(3)	0.000	13,345	1.668	F(3)	0.000
4.	US 101 between Gower Street/Argyle Avenue	NB	4	8,000	7,245	0.906	D	7,245	0.906	D	0.000	7,245	0.906	D	0.000
	and Hollywood Boulevard	SB	4	8,000	12,349	1.544	F(3)	12,349	1.544	F(3)	0.000	12,349	1.544	F(3)	0.000
5.	US 101 between Hollywood Boulevard	NB	4	8,000	6,863	0.858	D	6,874	0.859	D	0.001	6,872	0.859	D	0.001
	and Sunset Boulevard	SB	4	8,000	11,782	1.473	F(3)	11,801	1.475	F(3)	0.002	11,799	1.475	F(3)	0.002
6.	US 101 between Sunset Boulevard	NB	4	8,000	8,570	1.071	F(0)	8,596	1.075	F(0)	0.004	8,592	1.074	F(0)	0.003
	and Western Avenue	SB	4	8,000	13,445	1.681	F(3)	13,488	1.686	F(3)	0.005	13,483	1.685	F(3)	0.004
7.	US 101 between Western Avenue	NB	4	8,000	7,697	0.962	E	7,723	0.965	E	0.003	7,719	0.965	E	0.003
	and Santa Monica Boulevard	SB	4	8,000	12,541	1.568	F(3)	12,584	1.573	F(3)	0.005	12,579	1.572	F(3)	0.004
8.	US 101 between Santa Monica Boulevard	NB	4	8,000	9,159	1.145	F(0)	9,193	1.149	F(0)	0.004	9,188	1.149	F(0)	0.004
	and Melrose Avenue	SB	4	8,000	14,590	1.824	F(3)	14,648	1.831	F(3)	0.007	14,642	1.830	F(3)	0.006

Notes:
[a] The capacity of an auxiliary lane was assumed to be 1/2 of a freeway mainline lane.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

TABLE 35
FUTURE WITH PROJECT CONDITIONS (YEAR 2035)
FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE - PM PEAK HOUR

No.	Freeway Mainline Segment	Direction	Number of Lanes [a]	Capacity [b]	Future without Project			Future with Project				Future with Project with Mitigation			
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Volume	V/C	LOS	Increase in V/C
1.	US 101 between Barham Boulevard	NB	4	8,000	9,472	1.184	F(0)	9,510	1.189	F(0)	0.005	9,505	1.188	F(0)	0.004
	and Highland Avenue	SB	4	8,000	18,125	2.266	F(3)	18,192	2.274	F(3)	0.008	18,184	2.273	F(3)	0.007
2.	US 101 between Highland Avenue	NB	4	8,000	7,494	0.937	E	7,500	0.938	E	0.001	7,499	0.937	E	0.000
	and Cahuenga Boulevard	SB	5	10,000	14,732	1.473	F(3)	14,758	1.476	F(3)	0.003	14,755	1.476	F(3)	0.003
3.	US 101 between Cahuenga Boulevard	NB	4	8,000	7,011	0.876	D	7,017	0.877	D	0.001	7,016	0.877	D	0.001
	and Gower Street/Argyle Avenue	SB	4	8,000	13,513	1.689	F(3)	13,513	1.689	F(3)	0.000	13,513	1.689	F(3)	0.000
4.	US 101 between Gower Street/Argyle Avenue	NB	4	8,000	6,317	0.790	D	6,317	0.790	D	0.000	6,317	0.790	D	0.000
	and Hollywood Boulevard	SB	4	8,000	12,472	1.559	F(3)	12,472	1.559	F(3)	0.000	12,472	1.559	F(3)	0.000
5.	US 101 between Hollywood Boulevard	NB	4	8,000	5,977	0.747	C	6,000	0.750	C	0.003	5,998	0.750	C	0.003
	and Sunset Boulevard	SB	4	8,000	12,169	1.521	F(3)	12,185	1.523	F(3)	0.002	12,183	1.523	F(3)	0.002
6.	US 101 between Sunset Boulevard	NB	4	8,000	7,459	0.932	E	7,511	0.939	E	0.007	7,505	0.938	E	0.006
	and Western Avenue	SB	4	8,000	13,819	1.727	F(3)	13,856	1.732	F(3)	0.005	13,851	1.731	F(3)	0.004
7.	US 101 between Western Avenue	NB	4	8,000	6,594	0.824	D	6,646	0.831	D	0.007	6,640	0.830	D	0.006
	and Santa Monica Boulevard	SB	4	8,000	13,017	1.627	F(3)	13,054	1.632	F(3)	0.005	13,049	1.631	F(3)	0.004
8.	US 101 between Santa Monica Boulevard	NB	4	8,000	8,013	1.002	F(0)	8,082	1.010	F(0)	0.008	8,074	1.009	F(0)	0.007
	and Melrose Avenue	SB	4	8,000	15,269	1.909	F(3)	15,317	1.915	F(3)	0.006	15,311	1.914	F(3)	0.005

Notes:
[a] The capacity of an auxiliary lane was assumed to be 1/2 of a freeway mainline lane.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

TABLE 36
PROPORTION OF PROJECTED FUTURE TRAFFIC
FUTURE YEAR 2035 CONDITIONS

Freeway Mainline Segment	Peak Hour	Direction	Vehicles per Hour (VPH)					Proportion of Project-Related Traffic
			Existing	Related Projects	Ambient Growth	Project	Total Growth	
US 101 between Barham Boulevard & Highland Avenue	AM Peak Hour	NB	7,437	1,464	1,638	37	3,139	1.20%
		SB	13,239	1,726	2,915	37	4,678	0.80%
	PM Peak Hour	NB	6,166	1,948	1,358	38	3,344	1.10%
		SB	13,097	2,144	2,884	67	5,095	1.30%
US 101 between Highland Avenue & Cahuenga Boulevard	AM Peak Hour	NB	6,248	906	1,376	5	2,287	0.20%
		SB	11,122	1,028	2,449	12	3,489	0.30%
	PM Peak Hour	NB	5,180	1,173	1,141	6	2,320	0.30%
		SB	11,003	1,306	2,423	26	3,755	0.70%
US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue	AM Peak Hour	NB	5,751	912	1,266	5	2,183	0.20%
		SB	10,236	855	2,254	0	3,109	0.00%
	PM Peak Hour	NB	4,768	1,193	1,050	6	2,249	0.30%
		SB	10,127	1,156	2,230	0	3,386	0.00%
US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard	AM Peak Hour	NB	5,363	701	1,181	0	1,882	0.00%
		SB	9,548	699	2,102	0	2,801	0.00%
	PM Peak Hour	NB	4,447	891	979	0	1,870	0.00%
		SB	9,446	946	2,080	0	3,026	0.00%
US 101 between Hollywood Boulevard & Sunset Boulevard	AM Peak Hour	NB	5,015	744	1,104	11	1,859	0.60%
		SB	9,131	640	2,011	19	2,670	0.70%
	PM Peak Hour	NB	4,185	870	922	23	1,815	1.30%
		SB	9,080	1,090	1,999	16	3,105	0.50%
US 101 between Sunset Boulevard & Western Avenue	AM Peak Hour	NB	5,944	1,317	1,309	26	2,652	1.00%
		SB	10,581	534	2,330	43	2,907	1.50%
	PM Peak Hour	NB	4,928	1,446	1,085	52	2,583	2.00%
		SB	10,468	1,046	2,305	37	3,388	1.10%
US 101 between Western Avenue & Santa Monica Boulevard	AM Peak Hour	NB	5,391	1,119	1,187	26	2,332	1.10%
		SB	9,597	831	2,113	43	2,987	1.40%
	PM Peak Hour	NB	4,470	1,140	984	52	2,176	2.40%
		SB	9,494	1,432	2,091	37	3,560	1.00%
US 101 between Santa Monica Boulevard & Melrose Avenue	AM Peak Hour	NB	6,138	1,669	1,352	34	3,055	1.10%
		SB	10,925	1,259	2,406	58	3,723	1.60%
	PM Peak Hour	NB	5,088	1,805	1,120	69	2,994	2.30%
		SB	10,808	2,081	2,380	48	4,509	1.10%

TABLE 37
CALTRANS INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	0.0 - 10.0
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20	10.1 - 15.0
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35	15.1 - 25.0
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55	25.1 - 35.0
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80	35.1 - 50.0
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80	> 50.0

Notes

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[a] Measured in seconds.

TABLE 38
EXISTING WITH PROJECT CONDITIONS
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing		Existing with Project		Existing with Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Freeway Ramp Intersections								
S-1.	Cahuenga Blvd East & & Pilgrimage Bridge	AM PM	34.4 168.3	C F	34.5 170.9	C F	34.5 170.6	C F
S-2.	Highland Ave/US 101 NB On-Ramp & Pat Moore Wy/Hollywood Bowl Rd/US 101 SB On-Ram	AM PM	2.0 5.9	A A	2.1 6.1	A A	2.1 6.0	A A
S-3.	US 101 NB Off-Ramp & Cahuenga Blvd	AM PM	15.6 39.8	B D	15.3 42.0	B D	15.3 41.8	B D
S-4.	Cahuenga Blvd & US 101 NB Off-Ramp	AM PM	11.1 8.3	B A	11.0 8.5	B A	11.1 8.5	B A
S-5.	Vine St & Franklin Ave / US 101 SB Off-Ramp	AM PM	15.5 73.8	B E	15.5 73.4	B E	15.5 73.5	B E
S-6.	Argyle Ave / US 101 NB On-Ramp & Franklin Ave	AM PM	112.2 216.6	F F	115.5 220.0	F F	116.6 222.3	F F
S-7.	US 101 SB Ramps & Hollywood Blvd	AM PM	19.7 17.5	B B	19.6 17.4	B B	19.6 17.4	B B
S-8.	US 101 NB Off-Ramp & Hollywood Blvd	AM PM	16.1 11.6	B B	16.4 12.0	B B	16.4 12.0	B B
S-9.	US 101 SB On-Ramp & Santa Monica Blvd	AM PM	5.2 3.4	A A	4.9 3.2	A A	5.7 3.7	A A
S-10.	US 101 NB Off-Ramp & Santa Monica Blvd	AM PM	22.8 21.5	C C	22.8 21.7	C C	23.2 21.5	C C
Arterial Intersections along Santa Monica Boulevard								
S-11.	Highland Ave & Santa Monica Blvd	AM PM	25.7 29.6	C C	26.0 29.7	C C	24.7 28.3	C C
S-12.	Las Palmas Ave & Santa Monica Blvd	AM PM	7.6 10.1	A B	7.7 10.6	A B	11.0 10.6	B B
S-13.	Wilcox Ave & Santa Monica Blvd	AM PM	6.2 5.8	A A	6.2 5.9	A A	5.8 6.0	A A
S-14.	Cahuenga Blvd & Santa Monica Blvd	AM PM	10.6 9.9	B A	10.9 10.7	B B	16.2 10.5	B B
S-15.	Vine St & Santa Monica Blvd	AM PM	22.4 16.9	C B	24.7 18.0	C B	21.6 17.6	C B
S-16.	Gower St & Santa Monica Blvd	AM PM	11.6 14.9	B B	11.9 15.4	B B	11.6 15.1	B B
S-17.	Bronson Ave & Santa Monica Blvd	AM PM	16.5 12.9	B B	16.5 13.0	B B	16.4 12.9	B B
S-18.	Van Ness Ave & Santa Monica Blvd	AM PM	23.8 24.6	C C	24.1 24.9	C C	23.7 24.5	C C
S-19.	Wilton Pl & Santa Monica Blvd	AM PM	21.9 24.7	C C	22.1 24.9	C C	21.8 24.6	C C
S-20.	Western Ave & Santa Monica Blvd	AM PM	31.6 33.3	C C	32.3 34.3	C C	31.0 33.0	C C

Delay is measured in seconds per vehicle
LOS = Level of service
Results per Synchro 8 (HCM methodology).
[a] Intersection is uncontrolled.

TABLE 39
EXISTING WITH PROJECT CONDITIONS
UNSIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing		Existing with Project		Existing with Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Freeway Ramp Intersections								
U-1.	Cahuenga Blvd & US 101 SB Off-Ramp	AM PM	50.7 2.6	F A	53.2 2.7	F A	52.6 2.7	F A
U-2. [a]	Cahuenga Blvd & US 101 SB On-Ramp	AM PM	0.4 0.3	A A	0.4 0.3	A A	0.4 0.3	A A
U-3. [a]	Argyle Ave & US 101 SB On-Ramp	AM PM	1.2 0.8	A A	1.2 0.8	A A	1.3 0.8	A A
U-4.	Gower Street & US 101 NB Off-Ramp	AM PM	6.0 2.1	A A	6.1 2.1	A A	6.1 2.1	A A
U-5.	Gower Street & US 101 SB Off-Ramp/Yucca Street	AM PM	19.5 11.8	C B	19.9 14.9	C B	19.9 12.4	C B
U-6.	US 101 SB Off-Ramp/Van Ness & Harold Way	AM PM	18.1 12.2	C B	18.1 12.2	C B	18.1 12.2	C B
U-7.	Wilton Pl & US 101 NB Off-Ramp/Harold Way	AM PM	32.8 20.7	D C	32.8 20.7	D C	32.8 20.7	D C
U-8. [a]	US 101 SB On-Ramp & Sunset Blvd	AM PM	0.3 0.4	A A	0.3 0.4	A A	0.3 0.3	A A

Delay is measured in seconds per vehicle
LOS = Level of service
Results per Synchro 8 (HCM methodology).
[a] Intersection is uncontrolled.

TABLE 40
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project		Future with Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Freeway Ramp Intersections								
S-1.	Cahuenga Blvd East & & Pilgrimage Bridge	AM PM	41.2 206.6	D F	41.3 209.3	D F	41.3 209.3	D F
S-2.	Highland Ave/US 101 NB On-Ramp & Pat Moore Wy/Hollywood Bowl Rd/US 101 SB On-Ram	AM PM	3.4 11.6	A B	3.5 11.8	A B	3.5 11.8	A B
S-3.	US 101 NB Off-Ramp & Cahuenga Blvd	AM PM	13.7 67.7	B E	13.5 70.4	B E	13.5 70.4	B E
S-4.	Cahuenga Blvd & US 101 NB Off-Ramp	AM PM	11.3 11.4	B B	11.3 11.8	B B	11.3 11.8	B B
S-5.	Vine St & Franklin Ave / US 101 SB Off-Ramp	AM PM	47.9 89.6	D F	47.7 89.4	D F	47.7 89.4	D F
S-6.	Argyle Ave / US 101 NB On-Ramp & Franklin Ave	AM PM	196.8 339.2	F F	201.6 345.3	F F	201.6 345.3	F F
S-7.	US 101 SB Ramps & Hollywood Blvd	AM PM	32.5 23.8	C C	32.5 23.8	C C	32.5 23.8	C C
S-8.	US 101 NB Off-Ramp & Hollywood Blvd	AM PM	27.8 15.9	C B	28.4 16.7	C B	28.4 16.7	C B
S-9.	US 101 SB On-Ramp & Santa Monica Blvd	AM PM	2.2 2.5	A A	2.2 2.5	A A	2.3 2.5	A A
S-10.	US 101 NB Off-Ramp & Santa Monica Blvd	AM PM	25.1 29.7	C C	25.2 30.4	C C	24.9 29.3	C C
Arterial Intersections along Santa Monica Boulevard								
S-11.	Highland Ave & Santa Monica Blvd	AM PM	86.3 135.7	F F	87.4 138.0	F F	81.4 128.9	F F
S-12.	Las Palmas Ave & Santa Monica Blvd	AM PM	4.1 12.5	A B	4.4 14.5	A B	4.5 14.2	A B
S-13.	Wilcox Ave & Santa Monica Blvd	AM PM	7.1 7.3	A A	6.9 7.4	A A	7.3 7.2	A A
S-14.	Cahuenga Blvd & Santa Monica Blvd	AM PM	17.7 74.8	B E	23.0 93.5	C F	21.2 91.9	C F
S-15.	Vine St & Santa Monica Blvd	AM PM	44.2 45.2	D D	47.7 53.1	D D	46.2 50.1	D D
S-16.	Gower St & Santa Monica Blvd	AM PM	22.7 36.5	C D	23.2 39.4	C D	23.1 37.9	C D
S-17.	Bronson Ave & Santa Monica Blvd	AM PM	34.0 22.7	C C	35.3 24.4	D C	31.8 22.1	C C
S-18.	Van Ness Ave & Santa Monica Blvd	AM PM	33.3 34.4	C C	34.3 35.8	C D	32.5 34.1	C C
S-19.	Wilton Pl & Santa Monica Blvd	AM PM	23.2 42.8	C D	23.4 43.1	C D	23.1 43.5	C D
S-20.	Western Ave & Santa Monica Blvd	AM PM	54.4 76.9	D E	56.2 82.0	E F	52.8 75.2	D E

Delay is measured in seconds per vehicle
LOS = Level of service
Results per Synchro 8 (HCM methodology).
[a] Intersection is uncontrolled.

TABLE 41
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project		Future with Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Freeway Ramp Intersections								
U-1.	Cahuenga Blvd & US 101 SB Off-Ramp	AM PM	91.7 3.8	F A	94.6 4.2	F A	93.8 4.2	F A
U-2. [a]	Cahuenga Blvd & US 101 SB On-Ramp	AM PM	0.4 0.3	A A	0.4 0.3	A A	0.4 0.3	A A
U-3. [a]	Argle Ave & US 101 SB On-Ramp	AM PM	1.3 0.9	A A	1.3 0.9	A A	1.4 0.9	A A
U-4.	Gower Street & US 101 NB Off-Ramp	AM PM	13.4 9.3	B A	13.8 9.8	B A	13.7 9.6	B A
U-5.	Gower Street & US 101 SB Off-Ramp/Yucca Street	AM PM	43.5 25.9	E D	44.4 27.6	E D	44.5 27.7	E D
U-6.	US 101 SB Off-Ramp/Van Ness & Harold Way	AM PM	22.9 13.3	C B	22.9 13.3	C B	22.9 13.3	C B
U-7.	Wilton Pl & US 101 NB Off-Ramp/Harold Way	AM PM	49.7 30.0	E D	49.7 30.0	E D	49.7 30.0	E D
U-8. [a]	US 101 SB On-Ramp & Sunset Blvd	AM PM	0.5 2.1	A A	0.5 2.4	A A	0.5 2.2	A A

Delay is measured in seconds per vehicle
LOS = Level of service
Results per Synchro 8 (HCM methodology).
[a] Intersection is uncontrolled.

TABLE 42
FUTURE WITH PROJECT CONDITIONS (YEAR 2035)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project		Future with Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Freeway Ramp Intersections								
S-1.	Cahuenga Blvd East & & Pilgrimage Bridge	AM PM	60.1 287.8	E F	60.4 290.5	E F	60.4 290.3	E F
S-2.	Highland Ave/US 101 NB On-Ramp & Pat Moore Wy/Hollywood Bowl Rd/US 101 SB On-Ram	AM PM	7.8 28.2	A C	7.9 29.1	A C	7.9 29.0	A C
S-3.	US 101 NB Off-Ramp & Cahuenga Blvd	AM PM	12.0 128.5	B F	11.9 131.5	B F	11.9 131.3	B F
S-4.	Cahuenga Blvd & US 101 NB Off-Ramp	AM PM	12.3 48.1	B D	12.3 51.7	B D	12.3 51.2	B D
S-5.	Vine St & Franklin Ave / US 101 SB Off-Ramp	AM PM	91.5 138.0	F F	91.1 138.8	F F	91.2 138.8	F F
S-6.	Argyle Ave / US 101 NB On-Ramp & Franklin Ave	AM PM	355.9 564.1	F F	361.4 569.8	F F	365.2 573.9	F F
S-7.	US 101 SB Ramps & Hollywood Blvd	AM PM	66.7 45.9	E D	66.8 46.6	E D	66.8 46.5	E D
S-8.	US 101 NB Off-Ramp & Hollywood Blvd	AM PM	59.5 57.3	E E	60.2 62.5	E E	60.2 61.7	E E
S-9.	US 101 SB On-Ramp & Santa Monica Blvd	AM PM	2.1 4.2	A A	2.1 5.1	A A	2.3 4.1	A A
S-10.	US 101 NB Off-Ramp & Santa Monica Blvd	AM PM	45.3 101.4	D F	46.4 101.8	D F	43.3 97.7	D F
Arterial Intersections along Santa Monica Boulevard								
S-11.	Highland Ave & Santa Monica Blvd	AM PM	219.3 278.1	F F	221.1 280.7	F F	210.7 270.8	F F
S-12.	Las Palmas Ave & Santa Monica Blvd	AM PM	13.1 44.2	B D	13.7 46.3	B D	12.8 39.4	B D
S-13.	Wilcox Ave & Santa Monica Blvd	AM PM	45.4 48.0	D D	45.5 48.3	D D	41.3 40.4	D D
S-14.	Cahuenga Blvd & Santa Monica Blvd	AM PM	102.9 205.2	F F	117.2 226.2	F F	106.2 217.8	F F
S-15.	Vine St & Santa Monica Blvd	AM PM	131.2 195.8	F F	139.0 206.9	F F	135.3 198.5	F F
S-16.	Gower St & Santa Monica Blvd	AM PM	99.1 155.0	F F	102.1 162.5	F F	97.8 155.2	F F
S-17.	Bronson Ave & Santa Monica Blvd	AM PM	117.1 131.6	F F	118.9 138.2	F F	113.4 128.4	F F
S-18.	Van Ness Ave & Santa Monica Blvd	AM PM	101.7 147.7	F F	104.6 153.7	F F	98.3 145.5	F F
S-19.	Wilton Pl & Santa Monica Blvd	AM PM	58.3 82.9	E F	58.9 85.1	E F	58.1 81.8	E F
S-20.	Western Ave & Santa Monica Blvd	AM PM	139.4 217.5	F F	143.5 224.3	F F	136.1 215.8	F F

Delay is measured in seconds per vehicle
LOS = Level of service
Results per Synchro 8 (HCM methodology).
[a] Intersection is uncontrolled.

TABLE 43
FUTURE WITH PROJECT CONDITIONS (YEAR 2035)
UNSIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project		Future with Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Freeway Ramp Intersections								
U-1.	Cahuenga Blvd & US 101 SB Off-Ramp	AM PM	187.5 12.3	F B	191.1 14.4	F B	190.8 14.1	F B
U-2. [a]	Cahuenga Blvd & US 101 SB On-Ramp	AM PM	0.5 0.6	A A	0.5 0.6	A A	0.5 0.6	A A
U-3. [a]	Argyle Ave & US 101 SB On-Ramp	AM PM	1.4 1.1	A A	1.4 1.1	A A	1.5 1.1	A A
U-4.	Gower Street & US 101 NB Off-Ramp	AM PM	49.9 63.8	E F	51.7 66.6	F F	51.3 65.5	F F
U-5.	Gower Street & US 101 SB Off-Ramp/Yucca Street	AM PM	119.0 72.1	F F	121.5 75.0	F F	121.1 74.3	F F
U-6.	US 101 SB Off-Ramp/Van Ness & Harold Way	AM PM	37.2 17.4	E C	37.2 17.4	E C	37.2 17.4	E C
U-7.	Wilton Pl & US 101 NB Off-Ramp/Harold Way	AM PM	59.7 45.0	F E	59.7 45.0	F E	59.7 45.0	F E
U-8. [a]	US 101 SB On-Ramp & Sunset Blvd	AM PM	1.6 28.2	A D	1.8 30.3	A D	1.7 28.7	A D

Delay is measured in seconds per vehicle
LOS = Level of service
Results per Synchro 8 (HCM methodology).
[a] Intersection is uncontrolled.

TABLE 44
FREEWAY OFF-RAMP QUEUE EVALUATION
EXISTING OPERATING CONDITIONS

ID	Freeway Off-ramp	Ramp and Lane Description	Vehicle Storage Capacity [a]	Existing Conditions				Existing with Project Conditions				Existing with Project with Mitigation Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?
Q-1.	Cahuenga Boulevard &	US 101 Northbound Off-Ramp													
	US 101 NB Off-Ramp	Left	265	161		78		161		78		161		78	
	(Signalized Intersection #7)	Shared Left/Right	265	161		78		161		78		161		78	
		Ramp	422		NO		NO		NO		NO		NO		NO
Q-2.	Vine Street &	US 101 Southbound Off-Ramp													
[c]	Franklin Avenue/US 101 SB Off-Ramp	Left	963	130		363		130		363		130		363	
	(Signalized Intersection #17)	Right	973	208		0		208		0		208		0	
		Ramp	443		NO		NO		NO		NO		NO		NO
Q-3.	US 101 SB Ramps &	US 101 Southbound Off-Ramp													
	Hollywood Boulevard	Left	196	196		196		196		196		196		196	
	(Signalized Intersection #48)	Shared Left/Through/Right	196	196		196		196		196		196		196	
		Ramp	621	273	NO	201	NO	273	NO	201	NO	273	NO	201	NO
Q-4.	US 101 NB Off-Ramp &	US 101 Northbound Off-Ramp													
	Hollywood Boulevard	Left	511	151		110		155		118		154		118	
	(Signalized Intersection #49)	Left	511	151		110		155		118		154		118	
		Right	387	45		43		45		42		45		42	
		Ramp	467		NO		NO		NO		NO		NO		NO
Q-5.	Cahuenga Boulevard &	US 101 Southbound Off-Ramp													
[d]	US 101 SB Off-Ramp	Left	415	8		3		8		3		8		3	
	(Unsignalized Intersection #1)	Right	288	288		100		288		113		288		110	
		Right	288	288		100		288		113		288		110	
		Ramp	641	894	**YES**		NO	949	**YES**		NO	939	**YES**		NO
Q-6.	Gower Street &	US 101 Northbound Off-Ramp													
	US 101 NB Off-Ramp	Left	431	103		33		105		33		105		33	
	(Unsignalized Intersection #4)	Right	431	13		18		13		18		13		18	
		Ramp	232		NO		NO		NO		NO		NO		NO
Q-7.	Gower Street &	US 101 Southbound Off-Ramp													
	US 101 SB Off-Ramp/Yucca Street	Shared Left/Through	274	178		205		185		250		183		213	
	(Unsignalized Intersection #5)	Shared Through/Right	274	270		40		273		43		273		43	
		Ramp	747		NO		NO		NO		NO		NO		NO
Q-8.	US 101 SB Off-Ramp/Van Ness &														
	Harold Way	Through	267	210		108		210		108		210		108	
	(Unsignalized Intersection #10)	Right	267	58		33		58		33		58		33	
		Ramp	566		NO		NO		NO		NO		NO		NO
Q-9.	Wilton Place &														
[d]	US 101 NB Off-Ramp/Harold Way	Shared EB Left/Through	306	20		5		20		5		20		5	
	(Unsignalized Intersection #11)	EB Right	306	95		15		95		15		95		15	
		WB Through	1,123	--		--		--		--		--		--	
		Ramp	330		NO		NO		NO		NO		NO		NO

[a] Expressed in feet.

[b] 95th Percentile queue results per SYNCHRO 8 (Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010). SYNCHRO 8 queue results expressed in number of vehicles. Vehicle length is assumed to be 25 feet.

[c] The right-turn from the off-ramp is a channelized free right-turn.

[d] Intersection has a free-flow off-ramp to Sunset Boulevard in the westbound direction.

TABLE 45
FREEWAY OFF-RAMP QUEUE EVALUATION
FUTURE OPERATING CONDITIONS (YEAR 2022)

ID	Freeway Off-ramp	Ramp and Lane Description	Vehicle Storage Capacity [a]	Future without Project Conditions				Future with Project Conditions				Future with Project with Mitigation Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?
Q-1.	Cahuenga Boulevard &	US 101 Northbound Off-Ramp													
	US 101 NB Off-Ramp	Left	265	171		87		171		87		171		87	
	(Signalized Intersection #7)	Shared Left/Right	265	171		87		171		87		171		87	
		Ramp	422		NO		NO		NO		NO		NO		NO
Q-2.	Vine Street &	US 101 Southbound Off-Ramp													
[c]	Franklin Avenue/US 101 SB Off-Ramp	Left	963	139		395		139		395		139		395	
	(Signalized Intersection #17)	Right	973	405		0		405		0		405		0	
		Ramp	443		NO		NO		NO		NO		NO		NO
Q-3.	US 101 SB Ramps &	US 101 Southbound Off-Ramp													
	Hollywood Boulevard	Left	196	196		196		196		196		196		196	
	(Signalized Intersection #48)	Shared Left/Through/Right	196	196		196		196		196		196		196	
		Ramp	621	560	NO	416	NO	562	NO	416	NO	561	NO	416	NO
Q-4.	US 101 NB Off-Ramp &	US 101 Northbound Off-Ramp													
	Hollywood Boulevard	Left	511	192		143		197		151		196		150	
	(Signalized Intersection #49)	Left	511	192		143		197		151		196		150	
		Right	387	50		49		50		48		50		48	
		Ramp	467		NO		NO		NO		NO		NO		NO
Q-5.	Cahuenga Boulevard &	US 101 Southbound Off-Ramp													
[d]	US 101 SB Off-Ramp	Left	415	10		3		10		3		10		3	
	(Unsignalized Intersection #1)	Right	288	288		175		288		195		288		193	
		Right	288	288		175		288		195		288		193	
		Ramp	641	1,629	**YES**		NO	1,684	**YES**		NO	1,674	**YES**		NO
Q-6.	Gower Street &	US 101 Northbound Off-Ramp													
	US 101 NB Off-Ramp	Left	431	210		153		215		160		215		158	
	(Unsignalized Intersection #4)	Right	431	15		25		15		25		15		25	
		Ramp	232		NO		NO		NO		NO		NO		NO
Q-7.	Gower Street &	US 101 Southbound Off-Ramp													
	US 101 SB Off-Ramp/Yucca Street	Shared Left/Through	274	274		274		274		274		274		274	
	(Unsignalized Intersection #5)	Shared Through/Right	274	274		65		274		65		274		65	
		Ramp	747	232	NO	84	NO	245	NO	96	NO	245	NO	96	NO
Q-8.	US 101 SB Off-Ramp/Van Ness &														
	Harold Way	Through	267	267		130		267		130		267		130	
	(Unsignalized Intersection #10)	Right	267	68		38		68		38		68		38	
		Ramp	566	11	NO		NO	11	NO		NO	11	NO		NO
Q-9.	Wilton Place &														
[d]	US 101 NB Off-Ramp/Harold Way	Shared EB Left/Through	306	23		5		23		5		23		5	
	(Unsignalized Intersection #11)	EB Right	306	125		18		125		18		125		18	
		WB Through	1,123	--		--		--		--		--		--	
		Ramp	330		NO		NO		NO		NO		NO		NO

[a] Expressed in feet.

[b] 95th Percentile queue results per SYNCHRO 8 (Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010). SYNCHRO 8 queue results expressed in number of vehicles. Vehicle length is assumed to be 25 feet.

[c] The right-turn from the off-ramp is a channelized free right-turn.

[d] Intersection has a free-flow off-ramp to Sunset Boulevard in the westbound direction.

TABLE 46
FREEWAY OFF-RAMP QUEUE EVALUATION
FUTURE OPERATING CONDITIONS (YEAR 2035)

ID	Freeway Off-ramp	Ramp and Lane Description	Vehicle Storage Capacity [a]	Future without Project Conditions				Future with Project Conditions				Future with Project with Mitigation Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?
Q-1.	Cahuenga Boulevard &	US 101 Northbound Off-Ramp													
	US 101 NB Off-Ramp	Left	265	191		101		191		101		191		101	
	(Signalized Intersection #7)	Shared Left/Right	265	191		101		191		101		191		101	
		Ramp	422	0	NO	0	NO	0	NO	0	NO	0	NO	0	NO
Q-2.	Vine Street &	US 101 Southbound Off-Ramp													
[c]	Franklin Avenue/US 101 SB Off-Ramp	Left	963	156		456		156		456		156		456	
	(Signalized Intersection #17)	Right	973	850		7		850		7		850		7	
		Ramp	443	0	NO	0	NO	0	NO	0	NO	0	NO	0	NO
Q-3.	US 101 SB Ramps &	US 101 Southbound Off-Ramp													
	Hollywood Boulevard	Left	196	196		196		196		196		196		196	
	(Signalized Intersection #48)	Shared Left/Through/Right	196	196		196		196		196		196		196	
		Ramp	621	916	**YES**	712	**YES**	917	**YES**	715	**YES**	917	**YES**	715	**YES**
Q-4.	US 101 NB Off-Ramp &	US 101 Northbound Off-Ramp													
	Hollywood Boulevard	Left	511	269		189		277		199		276		198	
	(Signalized Intersection #49)	Left	511	269		189		277		199		276		198	
		Right	387	55		56		55		56		55		56	
		Ramp	467		NO		NO		NO		NO		NO		NO
Q-5.	Cahuenga Boulevard &	US 101 Southbound Off-Ramp													
[d]	US 101 SB Off-Ramp	Left	415	20		8		20		8		20		8	
	(Unsignalized Intersection #1)	Right	288	288		288		288		288		288		288	
		Right	288	288		288		288		288		288		288	
		Ramp	641	2,884	**YES**	329	NO	2,934	**YES**	424	NO	2,929	**YES**	414	NO
Q-6.	Gower Street &	US 101 Northbound Off-Ramp													
	US 101 NB Off-Ramp	Left	431	431		431		431		431		431		431	
	(Unsignalized Intersection #4)	Right	431	23		45		23		48		23		48	
		Ramp	232	47	NO	22	NO	57	NO	29	NO	54	NO	27	NO
Q-7.	Gower Street &	US 101 Southbound Off-Ramp													
	US 101 SB Off-Ramp/Yucca Street	Shared Left/Through	274	274		274		274		274		274		274	
	(Unsignalized Intersection #5)	Shared Through/Right	274	274		118		274		120		274		120	
		Ramp	747	965	**YES**	396	NO	982	**YES**	409	NO	980	**YES**	406	NO
Q-8.	US 101 SB Off-Ramp/Van Ness &														
	Harold Way	Through	267	267		205		267		205		267		205	
	(Unsignalized Intersection #10)	Right	267	100		50		100		50		100		50	
		Ramp	566	158	NO		NO	158	NO		NO	158	NO		NO
Q-9.	Wilton Place &														
[d]	US 101 NB Off-Ramp/Harold Way	Shared EB Left/Through	306	30		5		30		5		30		5	
	(Unsignalized Intersection #11)	EB Right	306	190		25		190		25		190		25	
		WB Through	1,123	--		--		--		--		--		--	
		Ramp	330		NO		NO		NO		NO		NO		NO

[a] Expressed in feet.

[b] 95th Percentile queue results per SYNCHRO 8 (Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010). SYNCHRO 8 queue results expressed in number of vehicles. Vehicle length is assumed to be 25 feet.

[c] The right-turn from the off-ramp is a channelized free right-turn.

[d] Intersection has a free-flow off-ramp to Sunset Boulevard in the westbound direction.

TABLE 47
FREEWAY ON-RAMP CAPACITY EVALUATION
EXISTING OPERATING CONDITIONS

ID	Freeway On-ramp	Number of Lanes	Total Capacity [a]	Peak Hour	Existing Conditions		Existing with Project Conditions		Existing with Project with Mitigation Conditions	
					Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
O-1.	Cahuenga Boulevard E/US 101 NB On-Ramp & Pilgrimage Bridge	1	900	AM	784	NO	801	NO	799	NO
				PM	730	NO	746	NO	744	NO
O-2.	Cahuenga Blvd W/Highland Ave & US 101 NB On-Ramp	3	2,700	AM	1,941	NO	1,956	NO	1,954	NO
				PM	1,808	NO	1,824	NO	1,822	NO
O-3.	Argyle Avenue/US 101 NB On-Ramp & Franklin Avenue	2	1,800	AM	1,038	NO	1,043	NO	1,043	NO
				PM	1,235	NO	1,241	NO	1,240	NO
O-4.	US 101 SB On-Ramp & Hollywood Boulevard	2	1,800	AM	227	NO	246	NO	244	NO
				PM	273	NO	289	NO	287	NO
O-5.	US 101 SB On-Ramp & Sunset Boulevard	2	1,800	AM	392	NO	416	NO	413	NO
				PM	587	NO	608	NO	605	NO
O-6.	US 101 SB On-Ramp & Santa Monica Boulevard	2	1,800	AM	447	NO	462	NO	460	NO
				PM	419	NO	431	NO	429	NO

Notes:

[a] Total on-ramp capacity is based on a lane capacity of 900 vehicles per hour per lane.

TABLE 48
FREEWAY ON-RAMP CAPACITY EVALUATION
FUTURE OPERATING CONDITIONS (YEAR 2022)

ID	Freeway On-ramp	Number of Lanes	Total Capacity [a]	Peak Hour	Future without Project Conditions		Future with Project Conditions		Future with Project with Mitigation Conditions	
					Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
O-1.	Cahuenga Boulevard E/US 101 NB On-Ramp & Pilgrimage Bridge	1	900	AM	844	NO	861	NO	859	NO
				PM	787	NO	803	NO	801	NO
O-2.	Cahuenga Blvd W/Highland Ave & US 101 NB On-Ramp	3	2,700	AM	2,351	NO	2,366	NO	2,364	NO
				PM	2,313	NO	2,329	NO	2,327	NO
O-3.	Argyle Avenue/US 101 NB On-Ramp & Franklin Avenue	2	1,800	AM	1,246	NO	1,251	NO	1,251	NO
				PM	1,512	NO	1,518	NO	1,517	NO
O-4.	US 101 SB On-Ramp & Hollywood Boulevard	2	1,800	AM	336	NO	355	NO	353	NO
				PM	466	NO	482	NO	480	NO
O-5.	US 101 SB On-Ramp & Sunset Boulevard	2	1,800	AM	608	NO	632	NO	629	NO
				PM	956	NO	977	NO	974	NO
O-6.	US 101 SB On-Ramp & Santa Monica Boulevard	2	1,800	AM	689	NO	704	NO	702	NO
				PM	756	NO	768	NO	766	NO

Notes:

[a] Total on-ramp capacity is based on a lane capacity of 900 vehicles per hour per lane.

TABLE 49
FREEWAY ON-RAMP CAPACITY EVALUATION
FUTURE OPERATING CONDITIONS (YEAR 2035)

ID	Freeway On-ramp	Number of Lanes	Total Capacity [a]	Peak Hour	Future without Project Conditions		Future with Project Conditions		Future with Project with Mitigation Conditions	
					Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
O-1.	Cahuenga Boulevard E/US 101 NB On-Ramp & Pilgrimage Bridge	1	900	AM	963	**YES**	980	**YES**	978	**YES**
				PM	900	**YES**	916	**YES**	914	**YES**
O-2.	Cahuenga Blvd W/Highland Ave & US 101 NB On-Ramp	3	2,700	AM	2,920	**YES**	2,935	**YES**	2,933	**YES**
				PM	2,975	**YES**	2,991	**YES**	2,989	**YES**
O-3.	Argyle Avenue/US 101 NB On-Ramp & Franklin Avenue	2	1,800	AM	1,570	NO	1,575	NO	1,575	NO
				PM	1,964	**YES**	1,970	**YES**	1,969	**YES**
O-4.	US 101 SB On-Ramp & Hollywood Boulevard	2	1,800	AM	462	NO	481	NO	479	NO
				PM	678	NO	694	NO	692	NO
O-5.	US 101 SB On-Ramp & Sunset Boulevard	2	1,800	AM	868	NO	892	NO	889	NO
				PM	1,390	NO	1,411	NO	1,408	NO
O-6.	US 101 SB On-Ramp & Santa Monica Boulevard	2	1,800	AM	976	NO	991	NO	989	NO
				PM	1,168	NO	1,180	NO	1,178	NO

Notes:

[a] Total on-ramp capacity is based on a lane capacity of 900 vehicles per hour per lane.

TABLE 50
RAMP SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Density [a]
A	Unrestricted operations	≤ 10
B	Merging and diverging maneuvers noticeable to drivers	> 10 and ≤ 20
C	Influence area speeds begin to decline	> 20 and ≤ 28
D	Influence area turbulence becomes intrusive	> 28 and ≤ 35
E	Turbulence felt by virtually all drivers	> 35
F	Ramp and freeway queues form	Demand Exceeds Capacity

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[a] Measured in passenger cars per mile per lane (pc/mi/ln) for freeways with a free-flow speed of 55 mph.

TABLE 51
FREEWAY RAMP LEVEL OF SERVICE ANALYSIS
EXISTING OPERATING CONDITIONS

No.	Freeway Ramp	Peak Hour	No Project Conditions		with Project Conditions		with Project with Mitigation Conditions	
			Analysis Methodology		Analysis Methodology		Analysis Methodology	
			Density	LOS	Density	LOS	Density	LOS
R-1.	US 101 Southbound On-Ramp from Highland Avenue		*Weaving Segment with Ramp #2*		*Weaving Segment with Ramp #2*		*Weaving Segment with Ramp #2*	
		AM	91.9	F	92.2	F	92.2	F
		PM	86.6	F	87.3	F	87.3	F
R-2.	US 101 Southbound Off-Ramp to Cahuenga Boulevard		*Weaving Segment with Ramp #1*		*Weaving Segment with Ramp #1*		*Weaving Segment with Ramp #1*	
		AM	91.9	F	92.2	F	92.2	F
		PM	86.6	F	87.3	F	87.3	F
R-3.	US 101 Northbound Off-Ramp to Cahuenga Boulevard		*Weaving Segment with Ramp #5*		*Weaving Segment with Ramp #5*		*Weaving Segment with Ramp #5*	
		AM	35.1	E	35.1	E	35.1	E
		PM	27.2	C	27.2	C	27.2	C
R-4.	US 101 Northbound On-Ramp from Argyle Avenue		*Weaving Segment with Ramp #4*		*Weaving Segment with Ramp #4*		*Weaving Segment with Ramp #4*	
		AM	35.1	E	35.1	E	35.1	E
		PM	27.2	C	27.2	C	27.2	C
R-5.	US 101 Northbound Off-Ramp to Hollywood Boulevard		*Ramp Diverge*		*Ramp Diverge*		*Ramp Diverge*	
		AM	16.8	B	16.8	B	16.8	B
		PM	18.3	B	18.3	B	18.3	B
R-6.	US 101 Southbound On-Ramp from Hollywood Boulevard		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	32.2	D	32.4	D	32.4	D
		PM	33.3	F	33.4	F	33.4	F
R-7.	US 101 Southbound On-Ramp from Sunset Boulevard		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	40.6	F	40.9	F	40.9	F
		PM	41.1	F	41.4	F	41.3	F
R-8.	US 101 Northbound Off-Ramp to Sunset Boulevard/Wilton Place		*Ramp Diverge*		*Ramp Diverge*		*Ramp Diverge*	
		AM	19.4	B	19.5	B	19.5	B
		PM	20.3	C	20.4	C	20.4	C
R-9.	US 101 Northbound On-Ramp from Western Avenue		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	28.0	D	28.1	D	28.1	D
		PM	24.3	C	24.5	C	24.5	C
R-10.	US 101 Southbound Off-Ramp to Santa Monica Boulevard at Lexington Avenue		*Ramp Diverge*		*Ramp Diverge*		*Ramp Diverge*	
		AM	39.4	E	39.6	E	39.6	E
		PM	39.2	E	39.4	E	39.3	E
R-11.	US 101 Southbound On-Ramp from Santa Monica Boulevard		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	42.2	F	42.5	F	42.5	F
		PM	41.7	F	41.9	F	41.9	F
R-12.	US 101 Northbound Off-Ramp to Santa Monica Boulevard		*Weaving Segment with Ramp #13*		*Weaving Segment with Ramp #13*		*Weaving Segment with Ramp #13*	
		AM	41.3	E	41.6	E	41.6	E
		PM	33.7	D	34.3	D	34.2	D
R-13.	US 101 Northbound On-Ramp from Melrose Avenue at Normandie Avenue		*Weaving Segment with Ramp #12*		*Weaving Segment with Ramp #12*		*Weaving Segment with Ramp #12*	
		AM	41.3	E	41.6	E	41.6	E
		PM	33.7	D	34.3	D	34.2	D

Density reported in passenger cars per mile per lane (pc/mi/ln).

TABLE 52
FREEWAY RAMP LEVEL OF SERVICE ANALYSIS
FUTURE OPERATING CONDITIONS (YEAR 2022)

No.	Freeway Ramp	Peak Hour	No Project Conditions		with Project Conditions		with Project with Mitigation Conditions	
			Analysis Methodology		Analysis Methodology		Analysis Methodology	
			Density	LOS	Density	LOS	Density	LOS
R-1.	US 101 Southbound On-Ramp from Highland Avenue		*Weaving Segment with Ramp #2*		*Weaving Segment with Ramp #2*		*Weaving Segment with Ramp #2*	
		AM	110.8	F	111.2	F	111.2	F
		PM	104.7	F	105.6	F	105.5	F
R-2.	US 101 Southbound Off-Ramp to Cahuenga Boulevard		*Weaving Segment with Ramp #1*		*Weaving Segment with Ramp #1*		*Weaving Segment with Ramp #1*	
		AM	110.8	F	111.2	F	111.2	F
		PM	104.7	F	105.6	F	105.5	F
R-3.	US 101 Northbound Off-Ramp to Cahuenga Boulevard		*Weaving Segment with Ramp #5*		*Weaving Segment with Ramp #5*		*Weaving Segment with Ramp #5*	
		AM	40.6	E	40.7	E	40.7	E
		PM	32.8	D	32.8	D	32.8	D
R-4.	US 101 Northbound On-Ramp from Argyle Avenue		*Weaving Segment with Ramp #4*		*Weaving Segment with Ramp #4*		*Weaving Segment with Ramp #4*	
		AM	40.6	E	40.7	E	40.7	E
		PM	32.8	D	32.8	D	32.8	D
R-5.	US 101 Northbound Off-Ramp to Hollywood Boulevard		*Ramp Diverge*		*Ramp Diverge*		*Ramp Diverge*	
		AM	18.4	B	18.4	B	18.4	B
		PM	20.3	C	20.3	C	20.3	C
R-6.	US 101 Southbound On-Ramp from Hollywood Boulevard		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	39.9	F	40.0	F	40.0	F
		PM	42.1	F	42.2	F	42.2	F
R-7.	US 101 Southbound On-Ramp from Sunset Boulevard		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	51.2	F	51.4	F	51.4	F
		PM	53.5	F	53.7	F	53.7	F
R-8.	US 101 Northbound Off-Ramp to Sunset Boulevard/Wilton Place		*Ramp Diverge*		*Ramp Diverge*		*Ramp Diverge*	
		AM	21.6	C	21.6	C	21.6	C
		PM	22.9	C	23.0	C	23.0	C
R-9.	US 101 Northbound On-Ramp from Western Avenue		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	35.6	E	35.7	E	35.7	E
		PM	31.6	D	31.8	D	31.7	D
R-10.	US 101 Southbound Off-Ramp to Santa Monica Boulevard at Lexington Avenue		*Ramp Diverge*		*Ramp Diverge*		*Ramp Diverge*	
		AM	43.4	E	43.6	E	43.6	E
		PM	44.0	E	44.2	E	44.1	E
R-11.	US 101 Southbound On-Ramp from Santa Monica Boulevard		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	53.7	F	54.0	F	54.0	F
		PM	54.6	F	54.8	F	54.8	F
R-12.	US 101 Northbound Off-Ramp to Santa Monica Boulevard		*Weaving Segment with Ramp #13*		*Weaving Segment with Ramp #13*		*Weaving Segment with Ramp #13*	
		AM	53.7	E	54.1	E	54.1	E
		PM	46.3	E	47.1	E	47.0	E
R-13.	US 101 Northbound On-Ramp from Melrose Avenue at Normandie Avenue		*Weaving Segment with Ramp #12*		*Weaving Segment with Ramp #12*		*Weaving Segment with Ramp #12*	
		AM	53.7	E	54.1	E	54.1	E
		PM	46.3	E	47.1	E	47.0	E

Density reported in passenger cars per mile per lane (pc/mi/ln).

TABLE 53
FREEWAY RAMP LEVEL OF SERVICE ANALYSIS
FUTURE OPERATING CONDITIONS (YEAR 2035)

No.	Freeway Ramp	Peak Hour	No Project Conditions		with Project Conditions		with Project with Mitigation Conditions	
			Analysis Methodology		Analysis Methodology		Analysis Methodology	
			Density	LOS	Density	LOS	Density	LOS
R-1.	US 101 Southbound On-Ramp from Highland Avenue		*Weaving Segment with Ramp #2*		*Weaving Segment with Ramp #2*		*Weaving Segment with Ramp #2*	
		AM	155.0	F	155.7	F	155.6	F
		PM	146.2	F	147.5	F	147.5	F
R-2.	US 101 Southbound Off-Ramp to Cahuenga Boulevard		*Weaving Segment with Ramp #1*		*Weaving Segment with Ramp #1*		*Weaving Segment with Ramp #1*	
		AM	155.0	F	155.7	F	155.6	F
		PM	146.2	F	147.5	F	147.5	F
R-3.	US 101 Northbound Off-Ramp to Cahuenga Boulevard		*Weaving Segment with Ramp #5*		*Weaving Segment with Ramp #5*		*Weaving Segment with Ramp #5*	
		AM	52.3	F	52.3	F	52.3	F
		PM	43.0	E	43.0	E	43.0	E
R-4.	US 101 Northbound On-Ramp from Argyle Avenue		*Weaving Segment with Ramp #4*		*Weaving Segment with Ramp #4*		*Weaving Segment with Ramp #4*	
		AM	52.3	F	52.3	F	52.3	F
		PM	43.0	E	43.0	E	43.0	E
R-5.	US 101 Northbound Off-Ramp to Hollywood Boulevard		*Ramp Diverge*		*Ramp Diverge*		*Ramp Diverge*	
		AM	22.1	C	22.1	C	22.1	C
		PM	24.1	C	24.1	C	24.1	C
R-6.	US 101 Southbound On-Ramp from Hollywood Boulevard		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	41.6	F	41.8	F	41.8	F
		PM	45.2	F	45.3	F	45.3	F
R-7.	US 101 Southbound On-Ramp from Sunset Boulevard		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	53.8	F	54.1	F	54.1	F
		PM	58.5	F	58.7	F	58.7	F
R-8.	US 101 Northbound Off-Ramp to Sunset Boulevard/Wilton Place		*Ramp Diverge*		*Ramp Diverge*		*Ramp Diverge*	
		AM	25.8	C	25.9	C	25.9	C
		PM	27.4	C	27.5	C	27.5	C
R-9.	US 101 Northbound On-Ramp from Western Avenue		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	37.5	E	37.6	E	37.6	E
		PM	34.2	D	34.4	D	34.4	D
R-10.	US 101 Southbound Off-Ramp to Santa Monica Boulevard at Lexington Avenue		*Ramp Diverge*		*Ramp Diverge*		*Ramp Diverge*	
		AM	50.6	E	50.8	E	50.8	E
		PM	52.6	E	52.7	E	52.7	E
R-11.	US 101 Southbound On-Ramp from Santa Monica Boulevard		*Ramp Merge*		*Ramp Merge*		*Ramp Merge*	
		AM	57.1	F	57.3	F	57.3	F
		PM	60.3	F	60.5	F	60.5	F
R-12.	US 101 Northbound Off-Ramp to Santa Monica Boulevard		*Weaving Segment with Ramp #13*		*Weaving Segment with Ramp #13*		*Weaving Segment with Ramp #13*	
		AM	79.1	F	79.6	F	79.5	F
		PM	68.9	F	70.0	F	69.8	F
R-13.	US 101 Northbound On-Ramp from Melrose Avenue at Normandie Avenue		*Weaving Segment with Ramp #12*		*Weaving Segment with Ramp #12*		*Weaving Segment with Ramp #12*	
		AM	79.1	F	79.6	F	79.5	F
		PM	68.9	F	70.0	F	69.8	F

Density reported in passenger cars per mile per lane (pc/mi/ln).

Chapter 12
Site Access and Internal Circulation

This chapter summarizes the site access and internal circulation of the Project Site.

PROJECT SITE ACCESS AND CIRCULATION

Vehicles

Parking for the Project would be provided on-site within subterranean parking garages. Vehicular access to the subterranean garages would be provided via full access driveways (right and left-turn ingress and egress movements) along Selma Avenue, McCadden Place and Las Palmas Avenue. A secondary hotel driveway accommodating right-turn only egress movements would be provided on Highland Avenue. A truck loading area would be accessed via a driveway on Las Palmas Avenue for commercial uses and a driveway on McCadden Place for hotel uses. The driveways would be designed in accordance with LADOT standards. The Project also proposes the realignment of Las Palmas Avenue at Sunset Boulevard.

Pedestrians and Bicycles

As previously described, the Project is located in a neighborhood with a high amount of pedestrian activity that also rates highly for general walkability. Consistent with this rating, pedestrian patronage is anticipated at the Project. The Project proposes to establish a new pedestrian passageway that would extend diagonally from the southeast corner of Sunset Boulevard fronting Crossroads of the World to the intersection of McCadden Place & Selma Avenue. The pedestrian passageway would be linked through landscaped public walkways and connect the entire Project Site while promoting access from Sunset Boulevard, Las Palmas Avenue, Selma Avenue, and McCadden Place. Although various criteria are used to gauge walkability, the guiding principle is based on maintaining a direct and safe path of travel with

minimal obstructions for all pedestrians. To that end, the Applicant proposes to retain all existing sidewalks and pedestrian crosswalks adjacent to the Project Site.

Visitors, patrons and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. In order to facilitate bicycle use, bicycle parking spaces would be provided on-site, consistent with the Bicycle Parking Ordinance, *Los Angeles Municipal Code* (City of Los Angeles, December 31, 2015) (LAMC) Section 12.21 A16(a)(2).

OPERATIONS OF ADJACENT INTERSECTIONS

The following five analyzed intersections are located adjacent to the Project Site and provide access to the Project driveways:

- Unsignalized Intersection 7. McCadden Place & Selma Avenue
- Unsignalized Intersection 8. Las Palmas Avenue & Selma Avenue
- Unsignalized Intersection 9. McCadden Place & Sunset Boulevard
- Signalized Intersection 54. Highland Avenue & Selma Avenue
- Signalized Intersection 66. Las Palmas Avenue & Sunset Boulevard

The detailed analyses of these intersections are provided in Chapters 5, 6 and 9. As shown in Tables 14 and 15, the unsignalized intersections at McCadden Place & Selma Avenue and McCadden Place & Sunset Boulevard are anticipated to operate at a LOS D or better during both the AM and PM peak hours under Existing with Project and Future with Project Conditions. The intersection at Las Palmas Avenue & Selma Avenue is anticipated to operate at LOS D and E during the AM and PM peak hours, respectively, under Existing with Project Conditions, and LOS E and F during the AM and PM peak hours, respectively, under Future with Project Conditions. Based on the signal warrant analysis outlined in Chapter 10, the installation of a traffic signal at this intersection is warranted based on the Existing with Project and Future with Project Conditions peak hour traffic volumes. However, the satisfaction of a traffic signal warrant does not in itself require the installation of a traffic control signal.

As shown in Table 12 and 13, the signalized intersection of Highland Avenue and Selma Avenue is anticipated to operate at LOS A during both the AM and PM peak hours under Existing with Project and Future with Project Conditions, and the signalized intersection at Las Palmas Avenue & Sunset Boulevard is anticipated to operate at LOS A and LOS B during the AM and PM peak hour, respectively, under Existing with Project Conditions and LOS A and LOS D during the AM and PM peak hour, respectively, under Future with Project Conditions. As mentioned in Chapter 8, this intersection resulted in a significant traffic impact, prior to mitigation in the PM peak hour. With implementation of the mitigation program, which includes installation of a westbound right-turn lane on Sunset Boulevard, the intersection operations improves and the impact is reduced to less than significant levels.

REVIEW OF LAS PALMAS AVENUE

As previously noted, the Project also proposes the realignment of Las Palmas Avenue at Sunset Boulevard. The intersection is currently offset, with the street segment north of Sunset Boulevard lying east of the street segment south of Sunset Boulevard. The improvement would shift Las Palmas Avenue north of Sunset Boulevard to the west to create a four-legged intersection, thus providing improved connectivity and safety for all users.

As shown in the site plan highlighted in Figure 1, Las Palmas between Selma Avenue and Sunset is planned to consist of a 36-foot roadway width within a 60-foot right-of-way width. The roadway width will accommodate one travel lane in each direction with a center two-way left-turn lane to facilitate turning movement into and out of the proposed Project driveways. At the intersections with Selma Avenue and Sunset Boulevard, it is anticipated that Las Palmas Avenue approaches (northbound approach at Selma Avenue and southbound approach at Sunset Boulevard) will provide enough width to accommodate two lanes (e.g., one left-turn lane and one shared through/right-turn lane).

Chapter 13

Residential Street Segment Analysis

This section presents an analysis of potential residential street segment impacts in the vicinity of the Project, in accordance with the methodology and guidelines identified in the *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* ("*L.A. CEQA Thresholds Guide*") (City of Los Angeles, 2006) and *Traffic Study Policies and Procedures*.

RESIDENTIAL STREET SEGMENT SELECTION CRITERIA

L.A. CEQA Thresholds Guide identifies significance thresholds with regard to neighborhood intrusion/residential street segment impacts based on the increase in project trips on a local residential street. *L.A. CEQA Thresholds Guide* offers recommended thresholds for neighborhood intrusion impacts based on the addition of project traffic on the future traffic conditions of neighborhood streets, as follows:

> *A project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:*
>
> - *ADT increase $\geq$ 16% if final ADT < 1,000*
> - *ADT increase $\geq$ 12% if final ADT $\geq$ 1,000 and < 2,000*
> - *ADT increase $\geq$ 10% if final ADT $\geq$ 2,000 and < 3,000*
> - *ADT increase $\geq$ 8% if final ADT $\geq$ 3,000*
>
> *"Final ADT" is defined as total projected future daily volume including project, ambient, and related project growth.*

Traffic Study Policies and Procedures provides a more stringent significance threshold of 120 project trips, as outlined below, and was used for this analysis. Hence, for any neighborhood in which traffic could be increased by 120 trips per day or more on any local residential streets, a potentially significant impact by the Project, prior to mitigation, is identified.

METHODOLOGY FOR DETERMINATION OF IMPACT

Traffic Study Policies and Procedures identifies an analysis methodology and threshold criteria for potential neighborhood traffic intrusion impacts, based on the addition of project traffic on the future traffic conditions of neighborhood streets. Four conditions must be met to create the conditions under which there could be a significant impact on local streets in a neighborhood:

1. The proposed project is a non-residential development and not a school.

2. The arterial is sufficiently congested, such that motorists traveling on the arterial may opt to divert to a parallel route through a residential street; the congestion level of the arterial can be determined based on the estimated LOS under project conditions of the study intersections; LOS E and F are considered to represent congested conditions. The majority of vehicles on an arterial corridor tend to remain on that corridor even under congested conditions, as only a small portion of motorists are inclined to seek alternative routes. Therefore, for the purposes of this analysis, corridors to which the Project may add 1,200 or more daily trips were examined, assuming that at most, only 10% of these trips, or 120 trips, may shift to alternative routes on average across a 24-hour period (the proportion that may shift could be higher than 10% during congested peak periods of the day but much less than 10% or almost none during uncongested non-peak periods of the day).

3. The project is projected to add a significant amount of traffic to the congested arterial that can potentially shift to an alternative route; project traffic would need to exceed the daily minimum significance thresholds below:

Projected ADT with Project (Final ADT)	Project Related Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

4. There must be available local neighborhood street(s) providing a parallel route of travel.

If one or more of these factors is absent, significant neighborhood traffic impacts would not be anticipated.

RESIDENTIAL STREET SEGMENT ANALYSIS

The neighborhood intrusion impact analysis was conducted for the Existing with Project (year 2015) and Future with Project (year 2022) Conditions. It should be noted that the Project would implement the TDM program described in Chapter 8 as part of the project design features, which reduces Project trip generation. However, to maintain a conservative analysis, potential neighborhood intrusion impacts were assessed based on full Project trip generation without consideration of the TDM program.

The factors used in projecting a neighborhood impact analysis are assessed below.

Arterial Corridors Meeting Project Trip Threshold

As discussed in Chapter 4 and shown in Table 8b, the Project is expected to generate a net total of 14,833 daily trips on a typical weekday before implementation of the TDM program and other mitigation measures. Figures 8 to 12 show Project trip distribution percentages for signalized and unsignalized intersections, respectively. Based on LADOT policy, any arterial corridor projected to increase by 1,200 or more daily trips from Project traffic would meet the condition for assessing neighborhood intrusion impacts. This would represent 8.1% of the total daily traffic to and from the Project Site. The arterial corridors that have 1,200 or more trips added to them by the Project before implementation of the TDM program and mitigation measures are:

- Highland Avenue between Odin Street and Santa Monica Boulevard
- Hollywood Boulevard between Las Palmas Avenue and Wilcox Avenue
- Sunset Boulevard between Gardner Street and Van Ness Avenue

Intersections Operating at LOS E or F along Affected Corridors

Several intersections along the affected corridors are projected to operate at LOS E or F under Existing with Project or Future with Project Conditions.

Existing with Project Conditions (Year 2015). Table 9 shows the intersection LOS for Existing with Project Conditions. As it shows, the following seven study intersections on the corridors identified above are projected to operate at LOS E or F during at least one analyzed peak hour:

12. Highland Avenue & Franklin Avenue (South) (AM and PM peak hours)
13. Highland Avenue & Franklin Avenue (North) (AM and PM peak hours)
37. Highland Avenue & Hollywood Boulevard (AM and PM peak hours)
63. La Brea Avenue & Sunset Boulevard (AM and PM peak hours)
65. Highland Avenue & Sunset Boulevard (AM and PM peak hours)
70. Cahuenga Boulevard & Sunset Boulevard (AM and PM peak hours)
72. Vine Street & Sunset Boulevard (AM and PM peak hours)

Future with Project Conditions (Year 2022). Table 10 shows the intersection LOS for Future with Project Conditions. As it shows, the following eight study intersections on the corridors identified above are projected to operate at LOS E or F during at least one analyzed peak hour:

12. Highland Avenue & Franklin Avenue (South) (AM and PM peak hours)
13. Highland Avenue & Franklin Avenue (North) (AM and PM peak hours)
37. Highland Avenue & Hollywood Boulevard (AM and PM peak hours)
63. La Brea Avenue & Sunset Boulevard (AM and PM peak hours)
65. Highland Avenue & Sunset Boulevard (AM and PM peak hours)
70. Cahuenga Boulevard & Sunset Boulevard (AM and PM peak hours)
72. Vine Street & Sunset Boulevard (AM and PM peak hours)
74. Gower Street & Sunset Boulevard (PM peak hour)

Based on the locations of these intersections and LADOT policy, both Highland Avenue between Odin Street and Santa Monica Boulevard and Sunset Boulevard between Gardner Street and Van Ness Avenue were examined for the potential for use of alternative routes through residential neighborhoods.

Availability of Parallel Local Streets

LADOT policy specifies the identification of viable cut-through routes on local residential streets in order for a neighborhood intrusion impact to be found. The affected corridors identified above were examined for the availability of parallel local streets that could be used as a cut-through route to avoid arterial congestion:

On Highland Avenue between Odin Street and Sunset Boulevard

- Orange Drive is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the west between Odin Street and Sunset Boulevard. Orange Drive is primarily stop-controlled at intersections with other local residential streets, but provides signal control at intersections with Franklin Avenue, Hollywood Boulevard, and Sunset Boulevard.

- Las Palmas Avenue is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the east between Franklin Avenue and Sunset Boulevard. Las Palmas Avenue is primarily stop-controlled at intersections with other local residential streets but provides signal control at intersections with Hollywood Boulevard and Sunset Boulevard.

- Cherokee Avenue is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the east between Franklin Avenue and Selma Avenue. Cherokee Avenue is primarily stop-controlled at intersections with other local residential streets, but provides signal control at intersections with Hollywood Boulevard.

- Whitley Avenue is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the east between Franklin Avenue and Hollywood Boulevard. Whitley Avenue is primarily stop-controlled at intersections with other local residential streets, but provides signal control at intersections with Hollywood Boulevard and Franklin Avenue.

On Highland Avenue between Sunset Boulevard and Santa Monica Boulevard

- Orange Drive is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the west between Sunset Boulevard and Santa Monica Boulevard. Orange Drive is primarily stop-controlled at intersections with other local residential streets, but provides signal control at intersections with Sunset Boulevard, Fountain Avenue, and Santa Monica Boulevard.

- Mansfield Avenue is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the west between Sunset Boulevard and Santa Monica Boulevard. Mansfield Avenue is stop-controlled at all intersections between Sunset Boulevard and Santa Monica Boulevard.

- McCadden Place is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the east between Sunset Boulevard and Santa Monica Boulevard. McCadden Place is stop-controlled at all intersections between Sunset Boulevard and Santa Monica Boulevard.

- Las Palmas Avenue is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the east between Sunset Boulevard and Santa Monica. Las Palmas is primarily stop-controlled at intersections with other local residential streets, but provides signal control at intersections with Sunset Boulevard and Santa Monica Boulevard.

- Cherokee Avenue is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the east between Sunset Boulevard and Lexington Avenue. Cherokee Avenue is primarily stop-controlled at intersections with other local residential streets, but provides signal control at the intersection with Sunset Boulevard.

- Seward Avenue Street is a potential alternative route to Highland Avenue. It parallels Highland Avenue to the east between Sunset Boulevard and Santa Monica Boulevard. Seward Avenue is primarily stop-controlled at intersections with other local residential streets, but provides signal control at the intersection with Sunset Boulevard.

<u>On Sunset Boulevard between Gardner Street and Van Ness Avenue</u>

- Selma Avenue is a potential alternative route to Sunset Boulevard. It parallels Sunset Boulevard to the north between Highland Avenue and Gower Street. Selma Avenue is primarily stop controlled at intersections with other residential local streets, but provides signal control at intersections with Highland Avenue, Wilcox Avenue, Cahuenga Boulevard, and Vine Street.

- Hawthorn Avenue is a potential alternative route to Sunset Boulevard. It parallels Sunset Boulevard to the north between Curson Avenue and McCadden Place. Hawthorn Avenue is primarily stop-controlled at intersections with other residential local streets, but provides signal control at its intersection with La Brea Avenue.

- Delongpre Avenue is a potential alternative route to Sunset Boulevard. It parallels Sunset Boulevard to the south between Formosa Avenue and Gower Street. Delongpre Avenue is primarily stop-controlled at intersections with other residential local streets, but provides signal control at intersections with Highland Avenue, Wilcox Avenue, Cahuenga Boulevard, and Vine Street.

- Lexington Avenue is a potential alternative route to Sunset Boulevard. It parallels Sunset Boulevard to the south between Formosa Avenue and Bronson Avenue. Lexington Avenue is primarily stop-controlled at intersections with other residential local streets, but provides signal control at intersections with La Brea Avenue, Highland Avenue, and Vine Street.

Summary of Potential Neighborhood Intrusion Impacts

On the basis of the analysis above, three neighborhoods were identified according to LADOT criteria that may be subject to significant neighborhood intrusion impacts by Project-generated cut-through traffic under Existing or Future Conditions. These neighborhoods are the areas bounded by the following:

1. Franklin Avenue to the north, Highland Avenue to the east, Sunset Boulevard to the south, and La Brea Avenue to the west.
2. Franklin Avenue to the north, Cahuenga Boulevard to the east, Sunset Boulevard to the south, and Highland Avenue to the west.
3. Sunset Boulevard to the north, La Brea Avenue to the east, Santa Monica Boulevard to the south, and Gardner Street to the west.
4. Sunset Boulevard to the north, Highland Avenue to the east, Santa Monica to the south, and La Brea Avenue to the west.
5. Sunset Boulevard to the north, Vine Street to the east, Santa Monica Boulevard to the south, and Highland Avenue to the west.
6. Sunset Boulevard to the north, Van Ness Avenue to the east, Santa Monica Boulevard to the south, and Vine Street to the west.

NEIGHBORHOOD INTRUSION MITIGATION MEASURES

The neighborhood intrusion analysis presented above identified those neighborhoods that might be susceptible to neighborhood intrusion impacts (cut-through traffic) as a result of the Project. However, it is not possible to predict with a reasonable degree of certainty whether such neighborhood intrusion traffic will occur at a level sufficient to result in a significant adverse impact in any of the identified neighborhoods as the changes in traffic patterns are based on a number of factors, including individual driver perception of the likely reduction in travel time on alternative routes (neighborhood streets). Nor is it possible to predict in which neighborhoods or on which streets within each neighborhood any such potentially significant neighborhood intrusion traffic impacts might occur. In addition, because of the fact that such assessments cannot be made at this time, it also cannot be specifically determined to what degree feasible mitigation measures would lessen or eliminate such potentially significant impacts or determine

what neighborhood measures the local community would prefer over the potentially significant neighborhood traffic intrusions.

A potentially significant neighborhood traffic intrusion impact on a particular residential neighborhood can only be determined after a project or portions of a project are completed and operating. Prior to a project becoming operational it is virtually impossible to quantify potential impacts. Once a project is operational, a neighborhood can be re-assessed to determine if any impacts are occurring, the nature of the impacts, and whether those impacts can be addressed through a Neighborhood Traffic Management Plan.

LADOT has developed a process over many years to assess the nature of the impacts, and a range of traffic measures designed to address potentially significant impacts. The LADOT process is an iterative one through which the impacted neighborhood is included in the process to help assess which traffic calming options are preferred by the community at issue, to balance the relative desirability of the options, and ultimately to let the community itself make the decision whether to implement the traffic calming measures. In some neighborhoods, the potential significant impact never materializes. In locations where a significant impact does occur, the community may decide to implement traffic calming measures that reduce the impact to below the level of significance and, in other neighborhoods, the measures themselves are considered to be undesirable and so the community prefers not to implement them and the neighborhood intrusion traffic impact remains significant and unmitigated.

There is a range of traffic calming measures that can be implemented that have been shown to reduce neighborhood intrusion traffic to a point of insignificance. Those measures can include non-restrictive traffic control measures such as traffic circles, speed humps, roadway narrowing (e.g., raised medians and traffic chokers), landscaping features, roadway striping changes (e.g., bicycle lanes or parking striping to reduce the perceived width of the roadway), stop signs, new sidewalks, and new pedestrian amenities. Traffic calming measures can also include more restrictive physical/operational improvements such as turn restrictions, cul-de-sacs, traffic diverters, street blockers, and signal metering, but those more restrictive measures themselves have the potential to divert traffic to another residential street.

Table 54 presents a list of typical neighborhood improvement measures. The table also identifies the effects of each of the proposed improvements in terms of cut-through traffic

reduction, speed reduction, directional control, noise, safety emergency response time, and the relative cost of implementation of these measures. As shown in the table, while most of the improvements would also help in speed reduction, noise reduction, and increased safety, these improvements may also result in an increase in emergency response time.

The traffic calming measures listed in Table 54 have been used in various communities and have been proven to be effective at reducing neighborhood intrusion impacts by reducing or eliminating neighborhood intrusion traffic and/or improving the appearance of a neighborhood. For example, turn restrictions limit the ability of vehicles to move from the main arterial to the alternative neighborhood streets during peak hours; cul-de-sacs and street closures cut off the ability to connect to the main corridors; and speed humps and stop signs slow the travel time on neighborhood streets which eliminates the incentive to divert from the main corridor.

However, traffic calming measures are also sometimes considered undesirable to a neighborhood because they may alter the neighborhood's character or annoy residents (e.g., having to stop at multiple intersections, reduced lanes, etc.) Whether such measures are helpful or undesirable overall depends on each community's preferences and so it is inherently subjective unless and until a specific neighborhood intrusion impact is observed and studied, measures are developed to address the traffic intrusion, and the community is consulted and polled to determine the community's wishes. If the community does not support the mitigation actions, then they are deemed to be infeasible and will not be imposed upon a community that does not want them.

Due to the uncertainties surrounding the potential significantly impacted areas, including the uncertainty over whether any such impact would even occur, in an abundance of caution, for purposes of this analysis, the potential neighborhood intrusion impact is considered significant. A Neighborhood Traffic Management Plan process, by which the intrusion impact can be identified and mitigated in the future by any of the identified potentially impacted communities desiring the measures, has been incorporated into the mitigation for neighborhood intrusion impacts. However, because it is possible that a significant impact may occur and that one or more neighborhoods might determine that it does not want to implement the mitigation actions, it is not possible to determine now whether such a potential neighborhood intrusion impact would be fully mitigated. Accordingly, it is conservatively concluded that with the identified

mitigation, the potentially significant impact would not be fully mitigated. As a further step, this impact is treated as significant even after the implementation of all feasible mitigation measures.

Accordingly, the following mitigation measure is recommended to provide mechanisms for the development of Neighborhood Traffic Management Plan(s) in the potentially impacted neighborhoods:

> The Applicant or its successors would fund and coordinate implementation of LADOT's Neighborhood Traffic Management Plan process for the Project, in an amount up to $500,000. Eligible communities shall include the residential neighborhoods within the boundaries listed below:
>
> 1. Franklin Avenue to the north, Highland Avenue to the east, Sunset Boulevard to the south, and La Brea Avenue to the south.
>
> 2. Franklin Avenue to the north, Cahuenga Boulevard to the east, Sunset Boulevard to the south, and Highland Avenue to the west.
>
> 3. Sunset Boulevard to the north, La Brea Avenue to the east, Santa Monica Boulevard to the south, and Gardner Street to the west.
>
> 4. Sunset Boulevard to the north, Highland Avenue to the east, Santa Monica to the south, and La Brea Avenue to the west.
>
> 5. Sunset Boulevard to the north, Vine Street to the east, Santa Monica Boulevard to the south, and Highland Avenue to the west.
>
> 6. Sunset Boulevard to the north, Van Ness Avenue to the east, Santa Monica Boulevard to the south, and Vine Street to the west.

A detailed explanation of the Neighborhood Traffic Management Plan process is included in Appendix I.

TABLE 54
TYPICAL NEIGHBORHOOD IMPROVEMENT MEASURES

Improvement	Effectiveness						Cost	
	Traffic Volume Reduction	Speed Reduction	Directional Control	Noise	Safety	Emergency Response Time	Implementation	Maintenance
Roadway Narrowing - Center Median	Yes	Yes	Yes	Reduction	Improvement	No Effect	High	Low
Roadway Narrowing - Reduced Lane Width	Possible	No	No	Reduction	Possible Improvement	No Effect	Low - Moderate	Low
Realigned Intersection	Yes	Yes	Yes	Reduction	Improvement	Increase	High	Moderate
Restricted Movement Barrier	Yes	Yes	Yes	Reduction	Improvement	Possible Increase	Moderate	Low - Moderate
Entrance Barrier	Yes	Yes	Yes	Reduction	Improvement	Increase	Moderate - High	Low - Moderate
Diverter - Diagonal	Yes	Yes	Yes	Reduction	Improvement	Increase	Moderate - High	Low - Moderate
Diverter - Star	Yes	Yes	Yes	Reduction	Improvement	Increase	Moderate - High	Low - Moderate
Diverter - Truncated Diverter	Yes	Yes	Yes	Reduction	Improvement	Increase	Moderate - High	Low - Moderate
Diverter - Forced Turn	Yes	Yes	Yes	Reduction	Improvement	Increase	Moderate - High	Low - Moderate
Intersection - Cul-de-sac	Yes	Yes	Yes	Reduction	Improvement	Increase	Moderate - High	Low - Moderate
Midblock - Cul-de-sac	Yes	Yes	Yes	Reduction	Improvement	Increase	Moderate - High	Low - Moderate
Speed Hump	Likely	No	No	Increase	Improvement	Increase	Low - Moderate	Low
All-Way Stop	Mixed	Mixed	No	Increase	Possible Improvement	Increase	Low	Low
Turn Prohibition	Yes	Likely	Yes	No Effect	Improvement	No Effect	Low	Moderate - High

Chapter 14
Construction Impact Analysis

This chapter summarizes the construction schedule and construction impact analysis for the Project, including the realignment of Las Palmas Avenue and related improvements. The construction impact analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include safety, operational, or capacity impacts, and was performed in accordance with *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles, 2006).

TYPES OF CONSTRUCTION IMPACTS

The *L.A. CEQA Thresholds Guide* identifies four types of in-street construction impacts. Each of the four types of impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts – potential impacts on vehicular travelers on roadways
2. Temporary loss of access – potential impacts on vehicular and pedestrian access
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers
4. Temporary loss of on-street parking – potential impacts on parkers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to a population, and consideration for public safety. Traffic impacts from construction activities could occur as a result of the following types of activities:

- Increases in truck traffic associated with export or import of fill materials and delivery of construction materials

- Increases in automobile traffic associated with construction workers traveling to and from the Project Site
- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
- Blocking existing vehicle or pedestrian access to other parcels fronting streets

The impact of construction traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to slower movements and larger turning radii of trucks.

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed in phases over a period of approximately 48 months, with completion anticipated in the year 2022. The construction period would include subphases of site demolition, excavation and grading, foundations, and building construction, as well as activity associated with the realignment of Las Palmas Avenue. Peak haul truck activity occurs during excavation and grading, and peak worker activity occurs during building construction. These two subphases of construction were studied in greater detail.

LAS PALMAS AVENUE REALIGNMENT RELATED IMPROVEMENTS

As previously detailed, the realignment of Las Palmas Avenue includes on-site and off-site improvements to the existing sanitary sewer system related to the realignment. The on-site 30-inch sewer main under Las Palmas Avenue between Selma Avenue and Sunset Boulevard would be removed and rerouted with new sewer mains in the following locations:

- Selma Avenue between Las Palmas Avenue to Cassil Place
- Cassil Place between Selma Avenue and Sunset Boulevard
- Sunset Boulevard between Cassil Place to Las Palmas Avenue

The sewer lines currently run under the roadways. Therefore, to reroute the sewer mains to Sunset Boulevard and Selma Avenue, on-street parking spaces would be temporarily removed

during construction to provide an additional travel lane to accommodate traffic rerouted by the closure of the center travel lanes. The rerouting of the sewer mains to Cassil Place would require complete closures of the segment during daytime hours only, as to not disturb the adjacent residents.

EXCAVATION AND GRADING PHASE

The peak period of truck activity during construction would occur during excavation and grading of the Project Site. Based on projections compiled for the Project, approximately 707,500 cubic yards (CY) of material would be excavated and removed from the Project Site over this 126-workday period. That equates to approximately 5,600 CY of material exported each workday, requiring 400 haul trucks per work day based on an anticipated haul truck capacity of 14 CY each. It is also expected during this period that there would be an average of 20 delivery trucks per day. Thus, up to 840 daily truck trips (420 inbound, 420 outbound) are forecast to occur during the excavation and grading period, with approximately 106 trips per hour (53 inbound, 53 outbound) uniformly over a typical eight-hour workday.

Transportation Research Circular No. 212 defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 16.7 of the HCM suggest a passenger car equivalency (PCE) of 2.0 for trucks. Assuming a PCE factor of 2.0, the 840 truck trips would be equivalent to 1,680 daily PCE trips. The 106 hourly truck trips would be equivalent to 212 PCE trips (106 inbound, 106 outbound) per hour. In addition, during this period a maximum of 30 construction workers would work at the Project Site. Assuming minimal carpooling amongst those workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 30 workers would result in a total of 24 vehicle trips to and from the Project Site on a daily basis.

With the implementation of the Construction Management Plan, which is described in more detail later in this chapter, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the AM and PM peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur

outside of the peak hours. Further, construction-related trips are anticipated to be fewer than the trips associated with the existing uses of the Project Site that would be removed from the Study Area during construction. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to US 101, haul truck traffic would take the most direct route to the appropriate freeway ramp. It is anticipated that outbound traffic would travel on Highland Avenue to access US 101 northbound or on Sunset Boulevard to access US 101 southbound. Inbound traffic would take the reverse route from US 101.

BUILDING CONSTRUCTION PHASE

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be onsite before the weekday AM commuter peak period and allow them to leave before or after the PM commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

The estimated number of construction workers each day depends on the phase of construction. According to construction projections prepared for the Project, the building subphase of construction would employ the most construction workers, with a cumulative average of approximately 144 workers per day for all components of the building (i.e., framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously this cumulative estimate overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated 450 workdays to complete the Project, there would be far fewer workers than on the peak day. Therefore, the estimate of 144 workers per day used for the purposes of this analysis represents a higher-than-expected estimate.

Assuming an AVO of 1.135 persons per vehicle, 144 workers would result in a total of 127 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 154 (127 inbound and 127 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. Further, construction-related trips are anticipated to be fewer than the trips associated with the existing uses of the Project Site that would be removed from the Study Area during construction. As such, the building phase of Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured in the vicinity of the Project Site. Restrictions against workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site will be identified as part of the Construction Management Plan. Construction parking may require the temporary use of offsite parking areas for materials storage and truck staging.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. As illustrated in Figure 19, adjacent to the Project Site, the curb lanes on Highland Avenue and Sunset Boulevard will be used intermittently throughout the construction period for equipment staging, concrete pumping, etc., resulting in the removal of one peak hour travel lane and off-peak hour on-street metered parking spaces. McCadden Place adjacent to the Project Site would be partially closed, with the removal of on-street parking and one travel lane, and Las Palmas Avenue between Selma Avenue and Sunset Boulevard would be completely closed during a portion of the construction period, which would result in temporary traffic shifts to adjacent streets (i.e., Highland Avenue and Wilcox Avenue). Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan. For the purposes of providing a conservative analysis, all lane and road closures were assumed to occur simultaneously. It was also assumed that all existing uses at the Project Site would not be in operation during construction. Thus, the traffic volumes associated with the existing uses were removed from the Study Area. The impacts associated with the lane closures and traffic shifts detailed above, as

well as the removal of traffic generated by the existing uses, are shown in Table 55, and the LOS worksheets are provided in Appendix J. As shown, the construction activities would result in temporary significant and unavoidable impacts at the following intersections:

37. Highland Avenue & Hollywood Boulevard (PM peak hour)
65. Highland Avenue & Sunset Boulevard (AM and PM peak hour)

The use of the public right-of-way along Highland Avenue, McCadden Place, Las Palmas Avenue, Selma Avenue, and Sunset Boulevard would require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

There are no bus stops adjacent to the Project Site and, therefore, no temporary impacts to transit are expected. Parking is allowed adjacent to the Project Site on Highland Avenue, McCadden Place, Las Palmas Avenue, Selma Avenue, and Sunset Boulevard, so the construction fences could result in the temporary loss of up to four metered parking spaces on Highland Avenue, eight on-street parking spaces on McCadden Place, 32 on-street parking spaces on Las Palmas Avenue, including 18 metered spaces, 20 on-street parking spaces on Selma Avenue, including three metered spaces, and seven on-street metered parking spaces on Sunset Boulevard.

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance notification of adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction.
- Prohibition of construction worker parking on adjacent residential streets.
- Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Selma Avenue, Sunset Boulevard, Highland Avenue, and McCadden Place to ensure traffic safety on public right of ways. These controls shall include, but are not limited to, flag people trained in pedestrian and student safety.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Construction-related vehicles shall not park on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate, including along all identified LAUSD pedestrian routes to nearby schools.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible, and so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.
- Coordination with public transit agencies to provide advanced notifications of stop relocations and durations.
- Provide advanced notification of temporary parking removals and duration of removals.
- Provide detour plans to address temporary road closures during construction.

CONSTRUCTION PLAN

FIGURE 19

TABLE 55
EXISTING WITH CONSTRUCTION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Construction Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Caheuenga Blvd East &	AM	0.561	A	0.560	A	-0.001	NO
	Pilgrimage Bridge	PM	0.628	B	0.627	B	-0.001	NO
2.	Highland Ave / US-101 NB On-ramp &	AM	0.424	A	0.423	A	-0.001	NO
	Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	PM	0.532	A	0.531	A	-0.001	NO
3.	US-101 NB Off-ramp &	AM	0.369	A	0.368	A	-0.001	NO
	Cahuenga Blvd	PM	0.771	C	0.769	C	-0.002	NO
4.	Highland Ave &	AM	0.632	B	0.632	B	0.000	NO
	Odin St	PM	0.579	A	0.577	A	-0.002	NO
5.	Odin St &	AM	0.427	A	0.426	A	-0.001	NO
	Cahuenga Blvd	PM	0.776	C	0.774	C	-0.002	NO
6.	Highland Ave &	AM	0.592	A	0.591	A	-0.001	NO
	Camrose Dr / Milner Rd	PM	0.620	B	0.617	B	-0.003	NO
7.	Cahuenga Blvd &	AM	0.344	A	0.343	A	-0.001	NO
	US-101 NB Off-ramp	PM	0.643	B	0.641	B	-0.002	NO
8.	La Brea Ave &	AM	0.558	A	0.556	A	-0.002	NO
	Franklin Ave	PM	0.450	A	0.449	A	-0.001	NO
9.	Outpost Dr &	AM	0.645	B	0.645	B	0.000	NO
	Franklin Ave	PM	0.487	A	0.487	A	0.000	NO
10.	Orange Dr &	AM	0.487	A	0.486	A	-0.001	NO
	Franklin Ave	PM	0.563	A	0.563	A	0.000	NO
11.	Orchid Ave &	AM	0.415	A	0.415	A	0.000	NO
	Franklin Ave	PM	0.358	A	0.358	A	0.000	NO
12.	Highland Ave &	AM	1.051	F *	1.051	F *	0.000	NO
	Franklin Ave (South)	PM	0.776	F *	0.776	F *	0.000	NO
13.	Highland Ave &	AM	0.889	F *	0.890	F *	0.001	NO
	Franklin Ave (North)	PM	0.802	F *	0.733	F *	-0.069	NO
14.	Whitley Ave &	AM	0.630	B	0.629	B	-0.001	NO
	Franklin Ave	PM	0.595	A	0.593	A	-0.002	NO
15.	Wilcox Ave &	AM	0.781	C	0.781	C	0.000	NO
	Franklin Ave	PM	0.574	A	0.573	A	-0.001	NO
16.	Cahuenga Blvd &	AM	0.921	E	0.917	E	-0.004	NO
	Franklin Ave	PM	0.855	D	0.853	D	-0.002	NO
17.	Vine St &	AM	0.309	A	0.308	A	-0.001	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.364	A	0.363	A	-0.001	NO
18.	Argyle Ave / US-101 NB On-ramp &	AM	0.723	C	0.722	C	-0.001	NO
	Franklin Ave	PM	0.731	C	0.731	C	0.000	NO
19.	Gower St &	AM	0.612	B	0.611	B	-0.001	NO
	Franklin Ave	PM	0.687	B	0.685	B	-0.002	NO
20.	Beachwood Dr &	AM	0.632	B	0.631	B	-0.001	NO
	Franklin Ave	PM	0.613	B	0.612	B	-0.001	NO
21.	Bronson Ave &	AM	0.593	A	0.591	A	-0.002	NO
	Franklin Ave	PM	0.705	C	0.703	C	-0.002	NO
22.	Wilton Pl &	AM	0.532	A	0.531	A	-0.001	NO
	Franklin Ave	PM	0.635	B	0.634	B	-0.001	NO
23.	Western Ave &	AM	0.855	D	0.854	D	-0.001	NO
	Franklin Ave	PM	0.753	C	0.752	C	-0.001	NO
24.	Highland Ave &	AM	0.368	A	0.366	A	-0.002	NO
	Johnny Grant Way / Yucca St	PM	0.384	A	0.400	A	0.016	NO
25.	Cahuenga Blvd &	AM	0.495	A	0.490	A	-0.005	NO
	Yucca St	PM	0.585	A	0.581	A	-0.004	NO

TABLE 55 (CONTINUED)
EXISTING WITH CONSTRUCTION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Construction Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
26.	Ivar Ave &	AM	0.207	A	0.207	A	0.000	NO
	Yucca St	PM	0.261	A	0.260	A	-0.001	NO
27.	Vine St &	AM	0.477	A	0.476	A	-0.001	NO
	Yucca St	PM	0.445	A	0.443	A	-0.002	NO
28.	Argyle Ave &	AM	0.181	A	0.179	A	-0.002	NO
	Yucca St	PM	0.308	A	0.307	A	-0.001	NO
29.	Gower St &	AM	0.322	A	0.322	A	0.000	NO
	Carlos Ave	PM	0.252	A	0.251	A	-0.001	NO
30.	Laurel Canyon Blvd &	AM	0.517	A	0.515	A	-0.002	NO
	Hollywood Blvd	PM	0.713	C	0.711	C	-0.002	NO
31.	Fairfax Ave &	AM	0.979	E	0.979	E	0.000	NO
	Hollywood Blvd	PM	0.821	D	0.821	D	0.000	NO
32.	Nichols Canyon Rd / Genessee Ave &	AM	0.685	B	0.685	B	0.000	NO
	Hollywood Blvd	PM	0.508	A	0.507	A	-0.001	NO
33.	Gardner St &	AM	0.488	A	0.487	A	-0.001	NO
	Hollywood Blvd	PM	0.478	A	0.477	A	-0.001	NO
34.	Fuller Ave &	AM	0.570	A	0.569	A	-0.001	NO
	Hollywood Blvd	PM	0.503	A	0.502	A	-0.001	NO
35.	La Brea Ave &	AM	1.003	F *	1.001	F *	-0.002	NO
	Hollywood Blvd	PM	0.777	F *	0.774	F *	-0.003	NO
36.	Orange Dr &	AM	0.352	A	0.350	A	-0.002	NO
	Hollywood Blvd	PM	0.347	A	0.344	A	-0.003	NO
37.	Highland Ave &	AM	0.792	F *	0.789	F *	-0.003	NO
	Hollywood Blvd	PM	0.604	F *	0.661	F *	0.057	**YES**
38.	Las Palmas Ave &	AM	0.393	A	0.387	A	-0.006	NO
	Hollywood Blvd	PM	0.481	A	0.258	A	-0.223	NO
39.	Cherokee Ave &	AM	0.413	A	0.410	A	-0.003	NO
	Hollywood Blvd	PM	0.255	A	0.259	A	0.004	NO
40.	Whitley Ave &	AM	0.431	A	0.427	A	-0.004	NO
	Hollywood Blvd	PM	0.289	A	0.293	A	0.004	NO
41.	Wilcox Ave &	AM	0.557	A	0.553	A	-0.004	NO
	Hollywood Blvd	PM	0.512	A	0.509	A	-0.003	NO
42.	Cahuenga Blvd &	AM	0.792	F *	0.785	F *	-0.007	NO
	Hollywood Blvd	PM	0.519	F *	0.512	F *	-0.007	NO
43.	Ivar Ave &	AM	0.529	A	0.525	A	-0.004	NO
	Hollywood Blvd	PM	0.469	A	0.465	A	-0.004	NO
44.	Vine St &	AM	0.734	F *	0.729	F *	-0.005	NO
	Hollywood Blvd	PM	0.664	F *	0.658	F *	-0.006	NO
45.	Argyle Ave &	AM	0.480	A	0.477	A	-0.003	NO
	Hollywood Blvd	PM	0.469	A	0.466	A	-0.003	NO
46.	Gower St &	AM	0.622	B	0.617	B	-0.005	NO
	Hollywood Blvd	PM	0.551	A	0.545	A	-0.006	NO
47.	Bronson Ave &	AM	0.619	B	0.615	B	-0.004	NO
	Hollywood Blvd	PM	0.644	B	0.641	B	-0.003	NO
48.	US-101 SB Ramps &	AM	0.581	A	0.579	A	-0.002	NO
	Hollywood Blvd	PM	0.442	A	0.440	A	-0.002	NO
49.	US-101 NB Ramps / Van Ness Ave &	AM	0.715	C	0.714	C	-0.001	NO
	Hollywood Blvd	PM	0.494	A	0.491	A	-0.003	NO
50.	Wilton Pl &	AM	0.775	C	0.774	C	-0.001	NO
	Hollywood Blvd	PM	0.772	C	0.770	C	-0.002	NO

TABLE 55 (CONTINUED)
EXISTING WITH CONSTRUCTION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Construction Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
51.	Western Ave &	AM	0.775	C	0.773	C	-0.002	NO
	Hollywood Blvd	PM	0.776	C	0.775	C	-0.001	NO
52.	La Brea Ave &	AM	0.393	A	0.393	A	0.000	NO
	Hawthorn Ave (North)	PM	0.409	A	0.409	A	0.000	NO
53.	La Brea Ave &	AM	0.494	A	0.494	A	0.000	NO
	Hawthorn Ave (South)	PM	0.439	A	0.439	A	0.000	NO
54.	Highland Ave &	AM	0.421	A	0.673	B	0.252	NO
	Selma Ave	PM	0.321	A	0.587	A	0.266	NO
55.	Wilcox Ave &	AM	0.232	A	0.225	A	-0.007	NO
	Selma Avenue	PM	0.401	A	0.405	A	0.004	NO
56.	Caheuenga Blvd &	AM	0.375	A	0.364	A	-0.011	NO
	Selma Ave	PM	0.437	A	0.423	A	-0.014	NO
57.	Vine St &	AM	0.548	A	0.543	A	-0.005	NO
	Selma Ave	PM	0.531	A	0.527	A	-0.004	NO
58.	Crescent Heights Blvd &	AM	0.749	C	0.748	C	-0.001	NO
	Sunset Blvd	PM	0.733	C	0.730	C	-0.003	NO
59.	Fairfax Ave &	AM	0.651	B	0.649	B	-0.002	NO
	Sunset Blvd	PM	0.753	C	0.751	C	-0.002	NO
60.	Gardner St &	AM	0.421	A	0.420	A	-0.001	NO
	Sunset Blvd	PM	0.536	A	0.534	A	-0.002	NO
61.	Poinsettia Pl (West) &	AM	0.289	A	0.287	A	-0.002	NO
	Sunset Blvd	PM	0.373	A	0.371	A	-0.002	NO
62.	Poinsettia Pl (East) &	AM	0.323	A	0.322	A	-0.001	NO
	Sunset Blvd	PM	0.321	A	0.319	A	-0.002	NO
63.	La Brea Ave &	AM	0.660	F *	0.659	F *	-0.001	NO
	Sunset Blvd	PM	0.754	F *	0.748	F *	-0.006	NO
64.	Orange Dr &	AM	0.336	A	0.333	A	-0.003	NO
	Sunset Blvd	PM	0.411	A	0.407	A	-0.004	NO
65.	Highland Ave &	AM	0.845	F *	0.907	F *	0.062	**YES**
	Sunset Blvd	PM	0.713	F *	0.897	F *	0.184	**YES**
66.	Las Palmas Ave &	AM	0.456	A	0.426	A	-0.030	NO
	Sunset Boulevard	PM	0.569	A	0.442	A	-0.127	NO
67.	Cherokee Ave &	AM	0.261	A	0.390	A	0.129	NO
	Sunset Blvd	PM	0.449	A	0.441	A	-0.008	NO
68.	Seward St &	AM	0.280	A	0.277	A	-0.003	NO
	Sunset Blvd	PM	0.497	A	0.491	A	-0.006	NO
69.	Wilcox Ave &	AM	0.520	A	0.515	A	-0.005	NO
	Sunset Blvd	PM	0.503	A	0.499	A	-0.004	NO
70.	Cahuenga Blvd &	AM	0.721	F *	0.712	F *	-0.009	NO
	Sunset Blvd	PM	0.744	F *	0.741	F *	-0.003	NO
71.	Ivar Ave &	AM	0.403	A	0.399	A	-0.004	NO
	Sunset Blvd	PM	0.533	A	0.529	A	-0.004	NO
72.	Vine St &	AM	0.767	F *	0.760	F *	-0.007	NO
	Sunset Blvd	PM	0.808	F *	0.803	F *	-0.005	NO
73.	Argyle Ave &	AM	0.477	A	0.473	A	-0.004	NO
	Sunset Blvd	PM	0.401	A	0.398	A	-0.003	NO
74.	Gower St &	AM	0.581	A	0.576	A	-0.005	NO
	Sunset Blvd	PM	0.784	C	0.781	C	-0.003	NO
75.	Bronson Ave &	AM	0.653	B	0.650	B	-0.003	NO
	Sunset Blvd	PM	0.678	B	0.675	B	-0.003	NO

TABLE 55 (CONTINUED)
EXISTING WITH CONSTRUCTION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Construction Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
76.	Van Ness Ave & Sunset Blvd	AM	0.597	A	0.595	A	-0.002	NO
		PM	0.721	C	0.718	C	-0.003	NO
77.	Wilton Pl & Sunset Blvd	AM	0.514	A	0.513	A	-0.001	NO
		PM	0.568	A	0.567	A	-0.001	NO
78.	Western Ave & Sunset Blvd	AM	0.641	B	0.640	B	-0.001	NO
		PM	0.760	C	0.760	C	0.000	NO
79.	Highland Ave & De Longpre Ave	AM	0.451	A	0.474	A	0.023	NO
		PM	0.483	A	0.493	A	0.010	NO
80.	Gardner St & Fountain Ave	AM	0.578	A	0.578	A	0.000	NO
		PM	0.699	B	0.699	B	0.000	NO
81.	La Brea Ave & Fountain Ave	AM	0.807	D	0.806	D	-0.001	NO
		PM	0.785	C	0.782	C	-0.003	NO
82.	Highland Ave & Fountain Ave	AM	0.705	C	0.727	C	0.022	NO
		PM	0.656	B	0.665	B	0.009	NO
83.	Wilcox Ave & Fountain Ave	AM	0.434	A	0.433	A	-0.001	NO
		PM	0.513	A	0.512	A	-0.001	NO
84.	Cahuenga Blvd & Fountain Ave	AM	0.663	B	0.661	B	-0.002	NO
		PM	0.648	B	0.645	B	-0.003	NO
85.	Vine St & Fountain Ave	AM	0.742	C	0.739	C	-0.003	NO
		PM	0.749	C	0.746	C	-0.003	NO
86.	Gower St & Fountain Ave	AM	0.679	B	0.677	B	-0.002	NO
		PM	0.781	C	0.779	C	-0.002	NO
87.	Highland Ave & Lexington Ave	AM	0.425	A	0.448	A	0.023	NO
		PM	0.441	A	0.451	A	0.010	NO
88.	Fairfax Ave & Santa Monica Blvd	AM	0.780	C	0.780	C	0.000	NO
		PM	0.766	C	0.765	C	-0.001	NO
89.	Gardner St & Santa Monica Blvd	AM	0.565	A	0.564	A	-0.001	NO
		PM	0.519	A	0.518	A	-0.001	NO
90.	Formosa Ave & Santa Monica Blvd	AM	0.508	A	0.507	A	-0.001	NO
		PM	0.628	B	0.627	B	-0.001	NO
91.	La Brea Ave & Santa Monica Blvd	AM	0.706	C	0.704	C	-0.002	NO
		PM	0.721	C	0.720	C	-0.001	NO
92.	Highland Ave & Santa Monica Blvd	AM	0.736	C	0.759	C	0.023	NO
		PM	0.761	C	0.772	C	0.011	NO
93.	Las Palmas Ave & Santa Monica Blvd	AM	0.495	A	0.448	A	-0.047	NO
		PM	0.615	B	0.613	B	-0.002	NO
94.	Wilcox Ave & Santa Monica Blvd	AM	0.591	A	0.591	A	0.000	NO
		PM	0.547	A	0.547	A	0.000	NO
95.	Cahuenga Blvd & Santa Monica Blvd	AM	0.707	C	0.704	C	-0.003	NO
		PM	0.882	D	0.876	D	-0.006	NO
96.	Vine St & Santa Monica Blvd	AM	0.846	D	0.843	D	-0.003	NO
		PM	0.802	D	0.797	C	-0.005	NO
97.	Gower St & Santa Monica Blvd	AM	0.730	C	0.727	C	-0.003	NO
		PM	0.771	C	0.767	C	-0.004	NO
98.	Bronson Ave & Santa Monica Blvd	AM	0.567	A	0.566	A	-0.001	NO
		PM	0.504	A	0.502	A	-0.002	NO
99.	Van Ness Ave & Santa Monica Blvd	AM	0.717	C	0.715	C	-0.002	NO
		PM	0.683	B	0.680	B	-0.003	NO
100.	Wilton Pl & Santa Monica Blvd	AM	0.553	A	0.551	A	-0.002	NO
		PM	0.619	B	0.617	B	-0.002	NO

TABLE 55 (CONTINUED)
EXISTING WITH CONSTRUCTION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Construction Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
101.	Western Ave &	AM	0.756	C	0.753	C	-0.003	NO
	Santa Monica Blvd	PM	0.786	C	0.783	C	-0.003	NO
102.	US-101 SB On-ramp &	AM	0.367	A	0.365	A	-0.002	NO
	Santa Monica Blvd	PM	0.437	A	0.435	A	-0.002	NO
103.	US-101 NB Off-ramp / Serrano Ave &	AM	0.433	A	0.431	A	-0.002	NO
	Santa Monica Blvd	PM	0.529	A	0.527	A	-0.002	NO
104.	Highland Ave &	AM	0.627	B	0.651	B	0.024	NO
	Willoughby Ave	PM	0.634	B	0.645	B	0.011	NO
105.	La Brea Ave &	AM	0.748	C	0.746	C	-0.002	NO
	Melrose Ave	PM	0.763	C	0.762	C	-0.001	NO
106.	Highland Ave &	AM	0.979	E	0.977	E	-0.002	NO
	Melrose Ave	PM	0.974	E	0.973	E	-0.001	NO
107.	Vine St &	AM	0.786	C	0.785	C	-0.001	NO
	Melrose Ave	PM	0.839	D	0.838	D	-0.001	NO
108.	Gower St &	AM	0.722	C	0.722	C	0.000	NO
	Melrose Ave	PM	0.823	D	0.822	D	-0.001	NO
109.	Western Ave &	AM	0.803	D	0.803	D	0.000	NO
	Melrose Ave	PM	0.802	D	0.801	D	-0.001	NO
110.	Highland Ave &	AM	0.549	A	0.551	A	0.002	NO
	Rosewood Ave	PM	0.617	B	0.622	B	0.005	NO
111.	Highland Ave &	AM	0.951	E	0.953	E	0.002	NO
	Beverly Blvd	PM	0.934	E	0.934	E	0.000	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

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Appendix A

Memorandum of Understanding

TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: Crossroads Hollywood

Project Address: 1540-1552 Highland Avenue; 6700-6760 Selma Avenue; 6663-6675 Selma Avenue; 1543-1553 McCadden Place; 1542-46 McCadden Place; 1501-1573 Las Palmas Avenue; 1500-1570 Las Palmas Avenue; 1600-1608 Las Palmas Avenue; 6665-6713 ½ Sunset Boulevard, Los Angeles, California, 90028

Project Description: The Project would integrate the Crossroads of the World site into a mixed-use development that would include 950 residential units, 308 hotel rooms, approximately 95,000 square feet of office uses, and approximately 185,000 square feet of commercial (retail/restaurant) uses. **(See Figure 1)**

Geographic Distribution:

Residential:	N 24 %	S 39 %	E 16 %	W 21 %
Hotel:	N 24 %	S 33 %	E 20 %	W 23 %
Office:	N 37 %	S 28 %	E 16 %	W 19 %
Retail/Restaurant:	N 30 %	S 29 %	E 21 %	W 20 %
Supermarket:	N 25 %	S 28 %	E 23 %	W 24 %

Attach graphic illustrating project trip distribution percentages at the studied intersections **(See Figures 3A-3E)**

Trip Generation Rate(s): ITE 9th Edition / Other ITE 9th Edition, 2012
Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. **(See Tables 3A & 3B)**

	in	out	total
AM Trips	381	498	879
PM Trips	733	548	1,281

Project Buildout Year: 2022 Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects: (to be researched by the consultant and approved by LADOT) **(See Table 4 and Figure 4)**

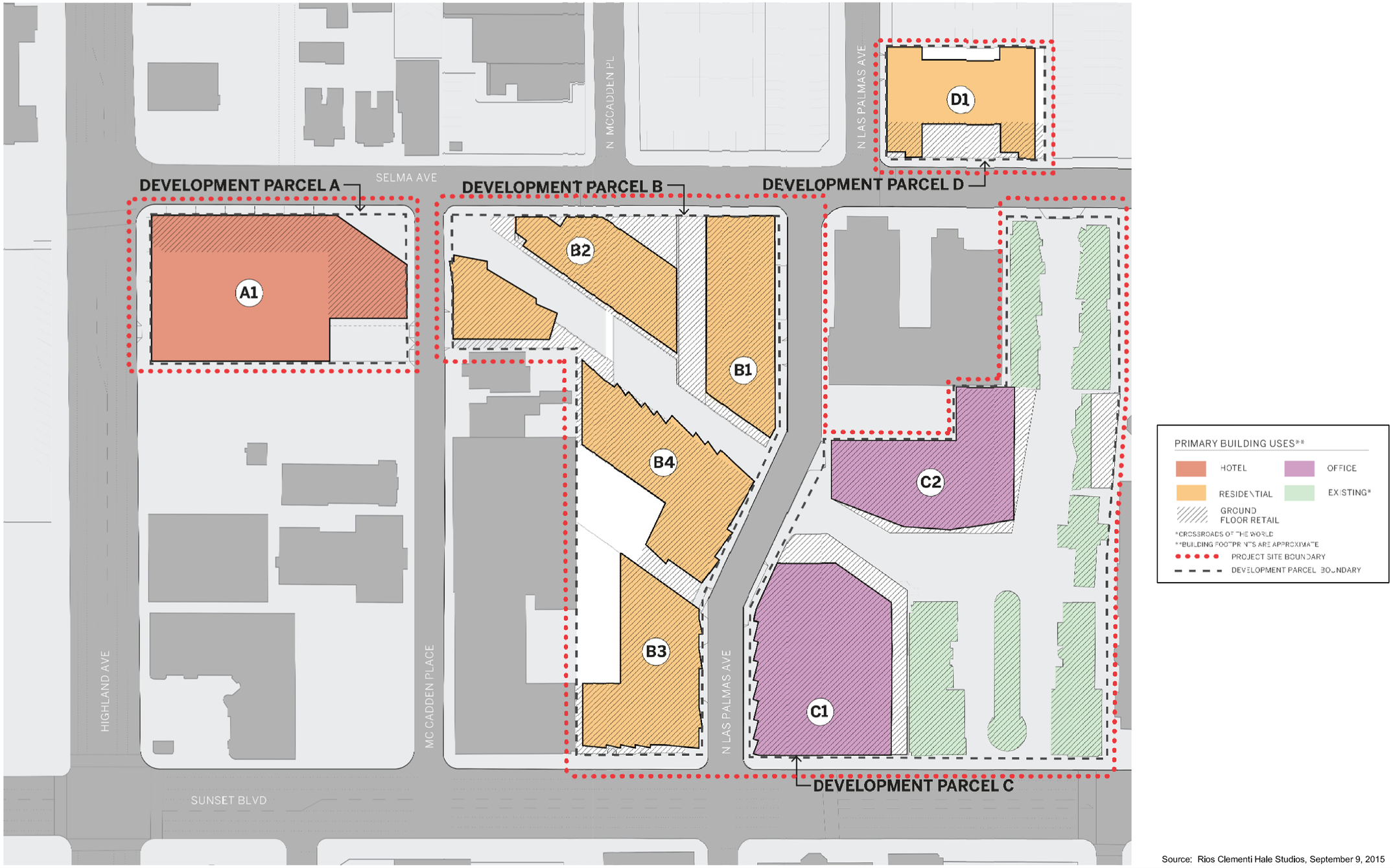
Subject to Freeway Impact Analysis in addition to CMP Analysis: x YES ___NO **(See Tables 5-6)**
(freeway analysis screening filter should be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)

Study Intersections **(See Table 1-2 and Figure 2)**
(Subject to LADOT revision after initial impact analysis)

Trip Credits: (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage	x	
Transportation Demand Management		x
Existing Active Land Use	x	
Previous Land Use	x	
Internal Trip	x	
Pass-By Trip	x	

	Consultant	Developer
Name	Gibson Transportation Consulting, Inc.	CRE-HAR Crossroads SPV, LLC
Address	523 W 6th Street, Suite 1234 Los Angeles, CA 90014	6363 Wilshire Boulevard #600 Los Angeles, CA 90048
Phone No.	(213) 683-0088	(323) 658-1511
E-Mail	sdrobis@gibsontrans.com	
Approved by	Sarah Drobis 1-6-2016 Consultant's Representative Date	Vicente Escalante 11/6/2016 LADOT Representative Date



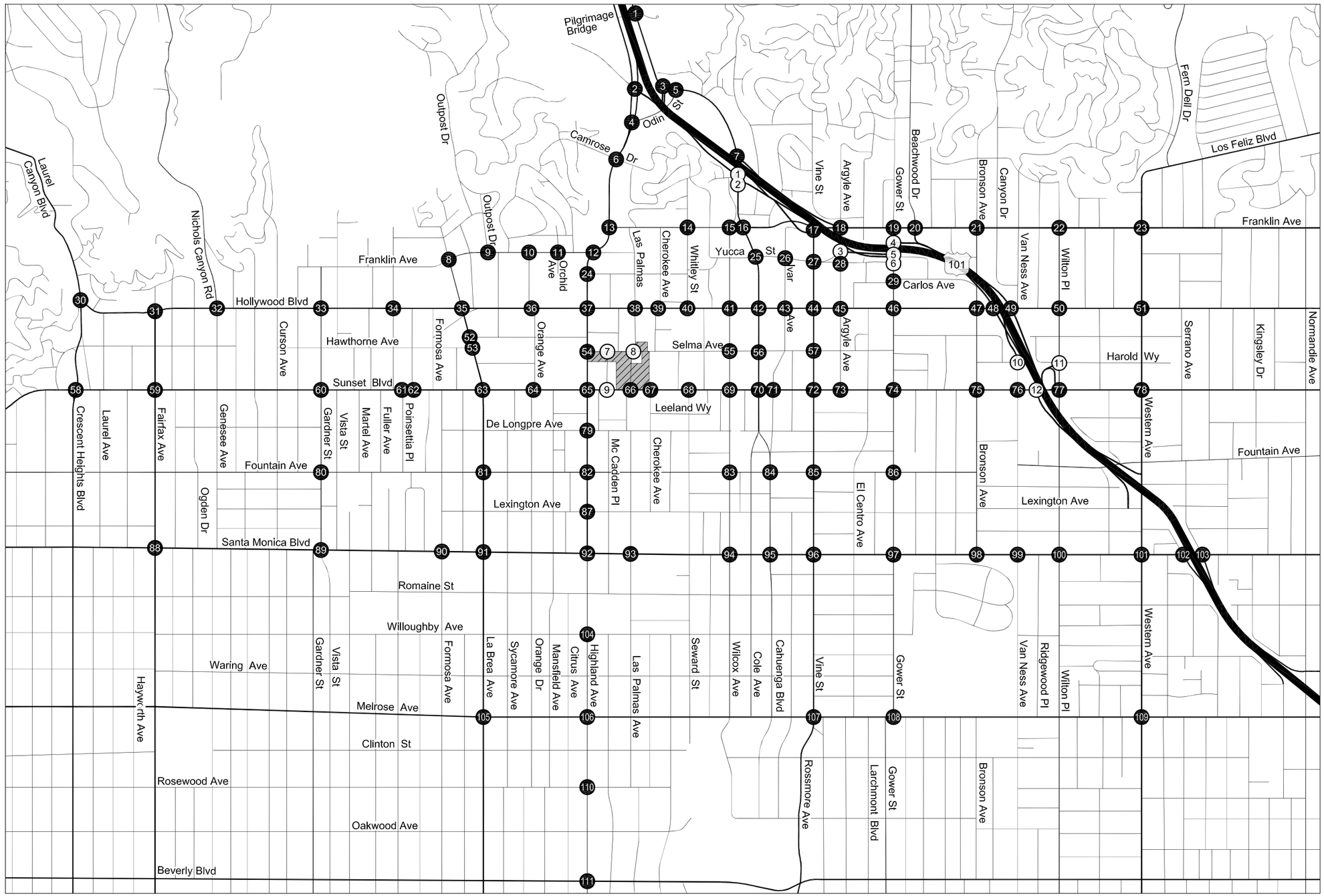
Source: Rios Clementi Hale Studios, September 9, 2015

PROPOSED SITE PLAN

FIGURE 1

LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized



N
Not to Scale

STUDY AREA AND ANALYZED LOCATIONS

FIGURE 2

TABLE 1
SIGNALIZED STUDY INTERSECTIONS

No	Intersection	Jurisdiction
1.	Caheuenga Blvd East & Pilgrimage Bridge	City of Los Angeles
2.	Cahuenga Blvd West / Highland Ave & US-101 NB / SB On-Ramps	City of Los Angeles/Caltrans
3.	US-101 NB Off-Ramp & Cahuenga Blvd	City of Los Angeles/Caltrans
4.	Highland Ave & Odin St	City of Los Angeles
5.	Odin St & Cahuenga Blvd / US-101 NB Off-Ramp	City of Los Angeles/Caltrans
6.	Highland Ave & Camrose Dr / Milner Rd	City of Los Angeles
7.	Cahuenga Blvd & US-101 NB Off-Ramp	City of Los Angeles/Caltrans
8.	La Brea Ave & Franklin Ave	City of Los Angeles
9.	Outpost Dr & Franklin Ave	City of Los Angeles
10.	Orange Dr & Franklin Ave	City of Los Angeles
11.	Orchid Ave & Franklin Ave	City of Los Angeles
12.	Highland Ave & Franklin Ave (S)/Franklin Pl	City of Los Angeles
13.	Highland Ave & Franklin Ave (N)	City of Los Angeles
14.	Whitley Ave & Franklin Ave	City of Los Angeles
15.	Wilcox Ave & Franklin Ave	City of Los Angeles
16.	Cahuenga Blvd & Franklin Ave	City of Los Angeles
17.	Vine St & Franklin Ave / US-101 SB Off-Ramp	City of Los Angeles/Caltrans
18.	Argyle Ave / US-101 NB On-Ramp & Franklin Ave	City of Los Angeles/Caltrans
19.	Gower St & Franklin Ave	City of Los Angeles
20.	Beachwood Dr & Franklin Ave	City of Los Angeles
21.	Bronson Ave & Franklin Ave	City of Los Angeles
22.	Wilton Pl & Franklin Ave	City of Los Angeles
23.	Western Ave & Franklin Ave	City of Los Angeles
24.	Highland Ave & Johnny Grant Way / Yucca St	City of Los Angeles
25.	Cahuenga Blvd & Yucca St	City of Los Angeles
26.	Ivar Ave & Yucca St	City of Los Angeles
27.	Vine St & Yucca St	City of Los Angeles
28.	Argyle Ave & Yucca St	City of Los Angeles
29.	Gower St & Carlos Ave	City of Los Angeles
30.	Laurel Canyon Blvd & Hollywood Blvd	City of Los Angeles
31.	Fairfax Ave & Hollywood Blvd	City of Los Angeles
32.	Nichols Canyon Rd / Genessee Ave & Hollywood Blvd	City of Los Angeles
33.	Gardner St & Hollywood Blvd	City of Los Angeles
34.	Fuller Ave & Hollywood Blvd	City of Los Angeles
35.	La Brea Ave & Hollywood Blvd	City of Los Angeles
36.	Orange Dr & Hollywood Blvd	City of Los Angeles
37.	Highland Ave & Hollywood Blvd	City of Los Angeles
38.	Las Palmas Ave & Hollywood Blvd	City of Los Angeles
39.	Cherokee Ave & Hollywood Blvd	City of Los Angeles
40.	Whitley Ave & Hollywood Blvd	City of Los Angeles
41.	Wilcox Ave & Hollywood Blvd	City of Los Angeles
42.	Cahuenga Blvd & Hollywood Blvd	City of Los Angeles
43.	Ivar Ave & Hollywood Blvd	City of Los Angeles
44.	Vine St & Hollywood Blvd	City of Los Angeles
45.	Argyle Ave & Hollywood Blvd	City of Los Angeles
46.	Gower St & Hollywood Blvd	City of Los Angeles
47.	Bronson Ave & Hollywood Blvd	City of Los Angeles
48.	US-101 SB Ramps & Hollywood Blvd	City of Los Angeles
49.	US-101 NB Ramps & Hollywood Blvd	City of Los Angeles
50.	Wilton Pl & Hollywood Blvd	City of Los Angeles
51.	Western Ave & Hollywood Blvd	City of Los Angeles
52.	La Brea Ave & Hawthorne Ave (N)	City of Los Angeles
53.	La Brea Ave & Hawthorne Ave (S)	City of Los Angeles
54.	Highland Ave & Selma Ave	City of Los Angeles
55.	Wilcox Ave & Selma Ave	City of Los Angeles
56.	Caheuenga Blvd & Selma Ave	City of Los Angeles

TABLE 1 (CONTINUED)
SIGNALIZED STUDY INTERSECTIONS

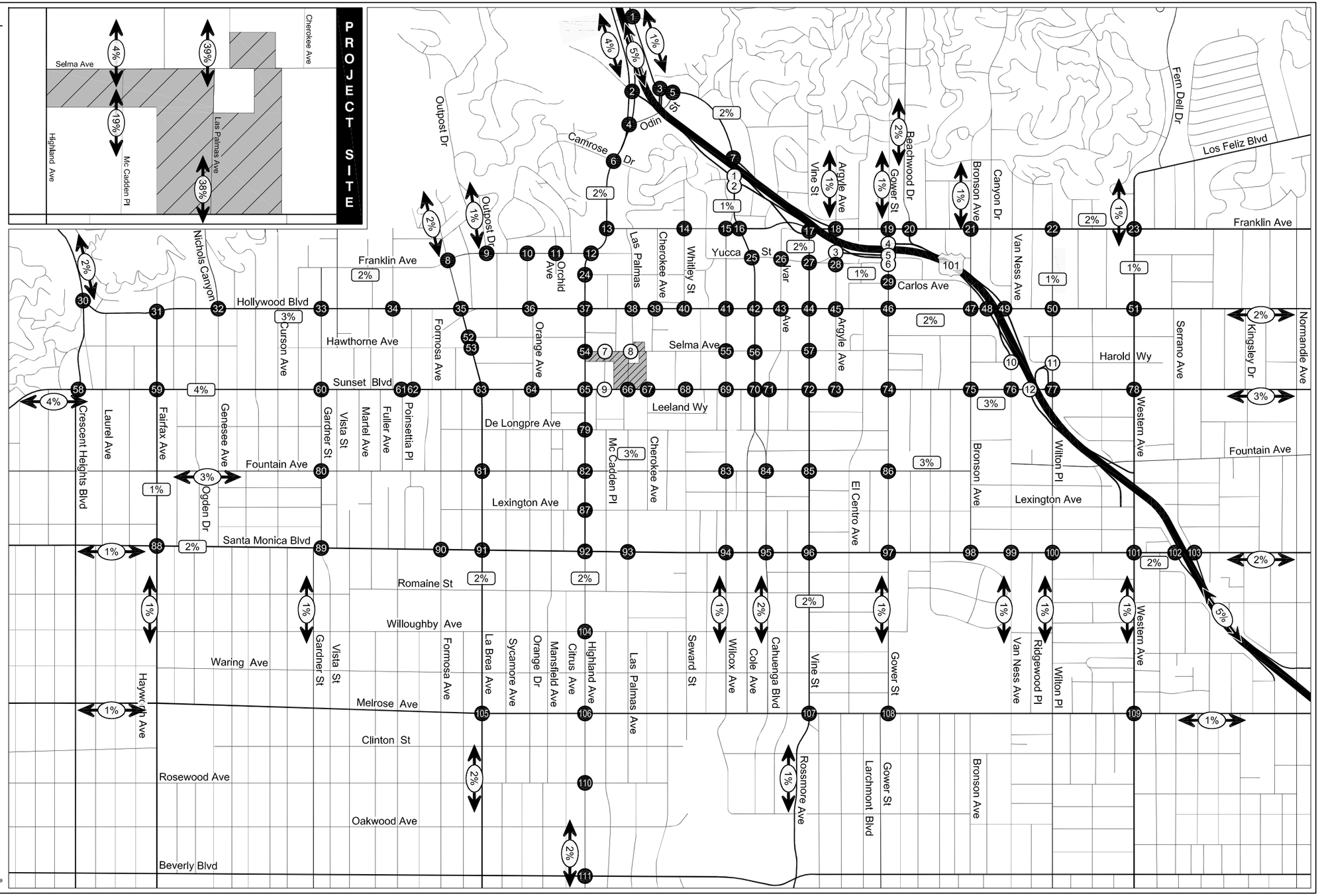
No	Intersection	Jurisdiction
57.	Vine St & Selma Ave	City of Los Angeles
58.	Crescent Heights Blvd & Sunset Blvd	City of Los Angeles
59.	Fairfax Ave & Sunset Blvd	City of Los Angeles
60.	Gardner St & Sunset Blvd	City of Los Angeles
61.	Poinsettia Pl (W) & Sunset Blvd	City of Los Angeles
62.	Poinsettia Pl (E) & Sunset Blvd	City of Los Angeles
63.	La Brea Ave & Sunset Blvd	City of Los Angeles
64.	Orange Dr & Sunset Blvd	City of Los Angeles
65.	Highland Ave & Sunset Blvd	City of Los Angeles
66.	Las Palmas Ave & Sunset Blvd	City of Los Angeles
67.	Cherokee Ave & Sunset Blvd	City of Los Angeles
68.	Seward St & Sunset Blvd	City of Los Angeles
69.	Wilcox Ave & Sunset Blvd	City of Los Angeles
70.	Cahuenga Blvd & Sunset Blvd	City of Los Angeles
71.	Ivar Ave & Sunset Blvd	City of Los Angeles
72.	Vine St & Sunset Blvd	City of Los Angeles
73.	Argyle Ave & Sunset Blvd	City of Los Angeles
74.	Gower St & Sunset Blvd	City of Los Angeles
75.	Bronson Ave & Sunset Blvd	City of Los Angeles
76.	Van Ness Ave & Sunset Blvd	City of Los Angeles
77.	Wilton Pl & Sunset Blvd	City of Los Angeles
78.	Western Ave & Sunset Blvd	City of Los Angeles
79.	Highland Ave & De Longpre Ave	City of Los Angeles
80.	Gardner St & Fountain Ave	City of Los Angeles/City of West Hollywood
81.	La Brea Ave & Fountain Ave	City of Los Angeles/City of West Hollywood
82.	Highland Ave & Fountain Ave	City of Los Angeles
83.	Wilcox Ave & Fountain Ave	City of Los Angeles
84.	Cahuenga Blvd & Fountain Ave	City of Los Angeles
85.	Vine St & Fountain Ave	City of Los Angeles
86.	Gower St & Fountain Ave	City of Los Angeles
87.	Highland Ave & Lexington Ave	City of Los Angeles
88.	Fairfax Ave & Santa Monica Blvd	City of West Hollywood
89.	Gardner St & Santa Monica Blvd	City of West Hollywood
90.	Formosa Ave & Santa Monica Blvd	City of West Hollywood
91.	La Brea Ave & Santa Monica Blvd	City of West Hollywood
92.	Highland Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
93.	Las Palmas Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
94.	Wilcox Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
95.	Cahuenga Blvd & Santa Monica Blvd	City of Los Angeles/Caltrans
96.	Vine St & Santa Monica Blvd	City of Los Angeles/Caltrans
97.	Gower St & Santa Monica Blvd	City of Los Angeles/Caltrans
98.	Bronson Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
99.	Van Ness Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
100.	Wilton Pl & Santa Monica Blvd	City of Los Angeles/Caltrans
101.	Western Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
102.	US-101 SB On-Ramp & Santa Monica Blvd	City of Los Angeles/Caltrans
103.	US-101 NB Off-Ramp & Santa Monica Blvd	City of Los Angeles/Caltrans
104.	Highland Ave & Willoughby Ave	City of Los Angeles
105.	La Brea Ave & Melrose Ave	City of Los Angeles
106.	Highland Ave & Melrose Ave	City of Los Angeles
107.	Vine St & Melrose Ave	City of Los Angeles
108.	Gower St & Melrose Ave	City of Los Angeles
109.	Western Ave & Melrose Ave	City of Los Angeles
110.	Highland Ave & Rosewood Ave	City of Los Angeles
111.	Highland Ave & Beverly Blvd	City of Los Angeles

TABLE 2
UNSIGNALIZED STUDY INTERSECTIONS

No	Intersection	Jurisdiction
1.	Cahuenga Blvd & US-101 SB Off-Ramp	City of Los Angeles/Caltrans
2.	Cahuenga Blvd & US-101 SB On-Ramp	City of Los Angeles/Caltrans
3.	Argyle Ave & US-101 SB On-Ramp	City of Los Angeles/Caltrans
4.	Gower St & US-101 NB Off-Ramp	City of Los Angeles/Caltrans
5.	Gower St & US-101 SB Off-Ramp / Yucca St	City of Los Angeles/Caltrans
6.	Gower St & Yucca St	City of Los Angeles
7.	McCadden Pl & Selma Ave	City of Los Angeles
8.	Las Palmas Ave & Selma Ave	City of Los Angeles
9.	McCadden Pl & Sunset Blvd	City of Los Angeles
10.	US 101 SB Off-Ramp / Van Ness Ave & Harold Way	City of Los Angeles/Caltrans
11.	Wilton Pl & US-101 NB Off-Ramp / Harold Way	City of Los Angeles/Caltrans
12.	US 101 SB On-Ramp & Sunset Blvd	City of Los Angeles/Caltrans

LEGEND

- Project Site
- # Analyzed Intersection Signalized
- # Analyzed Intersection Unsignalized
- X% Trip Distribution
- X% Trip Distribution (Internal)

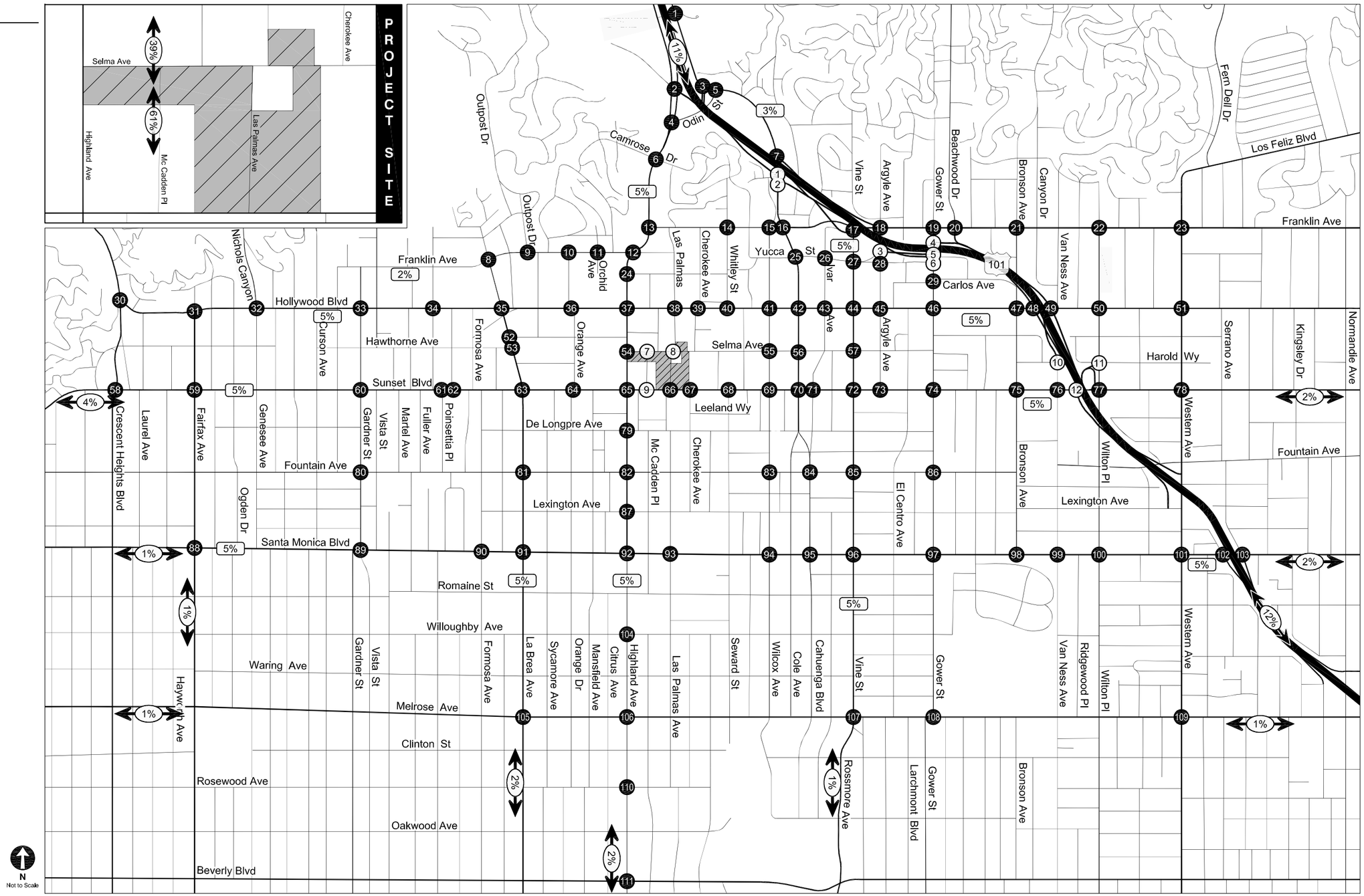


PROJECT TRIP DISTRIBUTION - COMMERCIAL

FIGURE 3A

LEGEND

- Project Site
- # Analyzed Intersection Signalized
- # Analyzed Intersection Unsignalized
- X% Trip Distribution
- X% Trip Distribution (Internal)

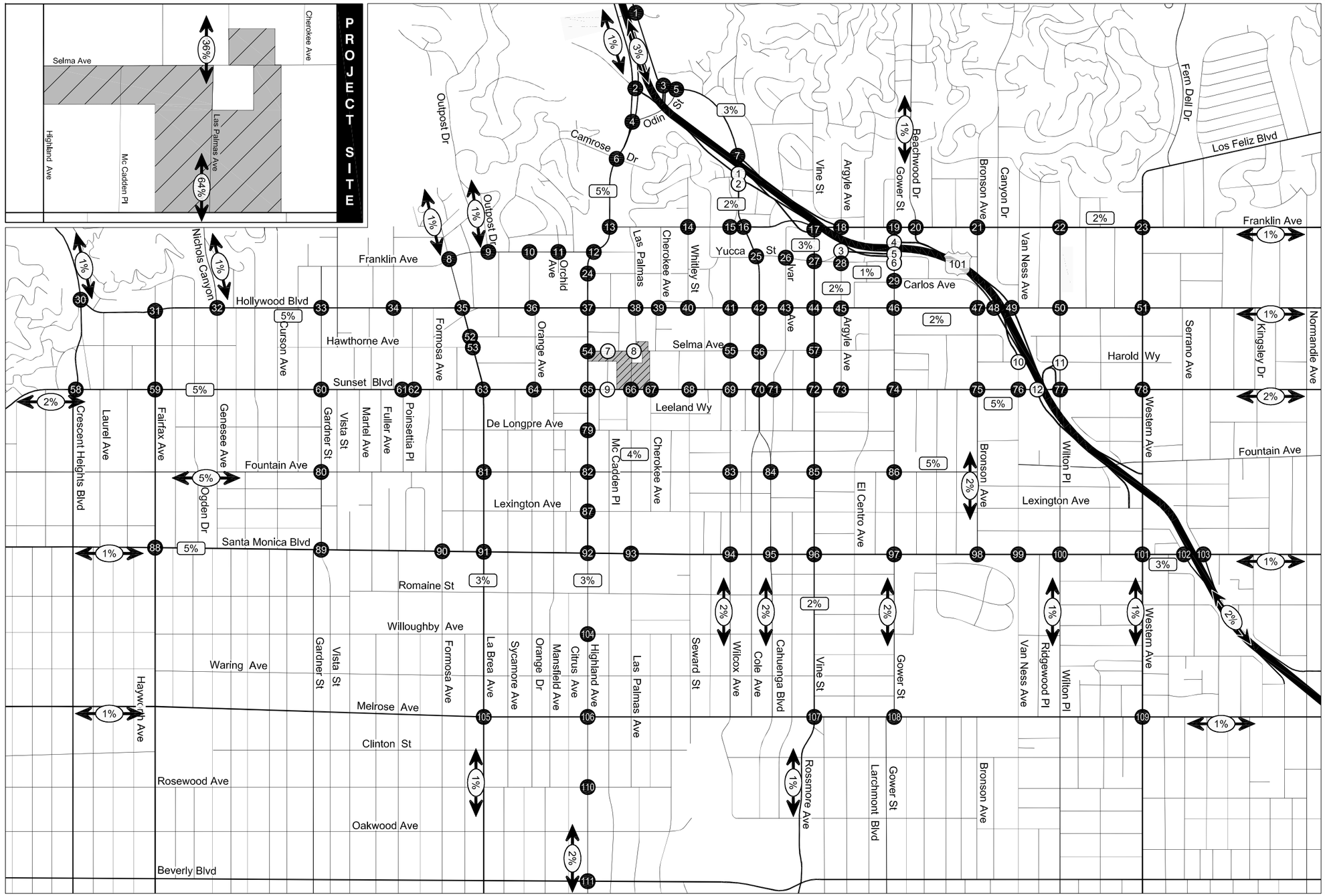


PROJECT TRIP DISTRIBUTION - HOTEL

FIGURE 3B

LEGEND

- Project Site
- # Analyzed Intersection Signalized
- # Analyzed Intersection Unsignalized
- X% Trip Distribution
- X% Trip Distribution (Internal)

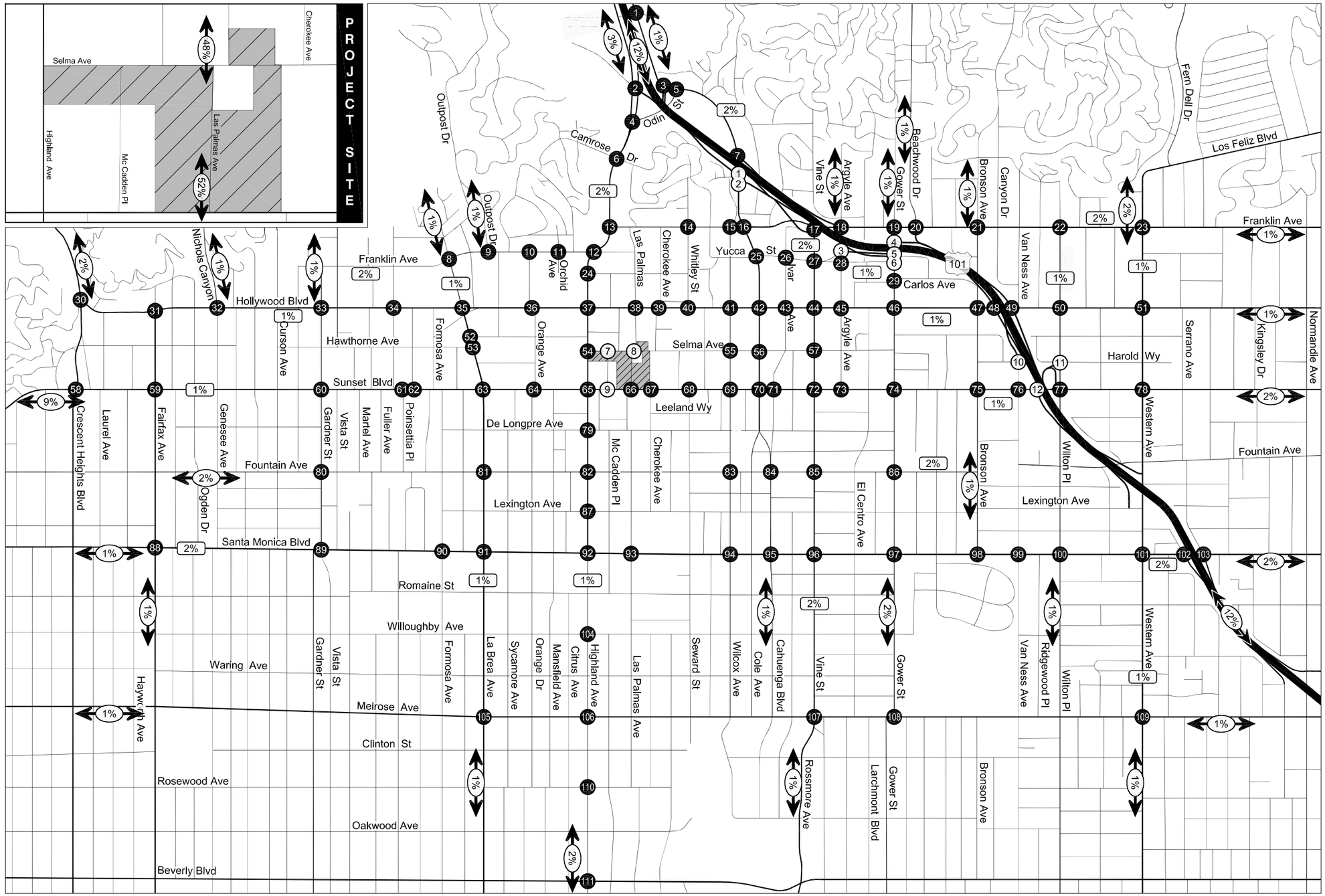


PROJECT TRIP DISTRIBUTION - SUPERMARKET

FIGURE 3C

LEGEND

- Project Site
- (#) Analyzed Intersection Signalized
- (#) Analyzed Intersection Unsignalized
- (X%) Trip Distribution
- X% Trip Distribution (Internal)

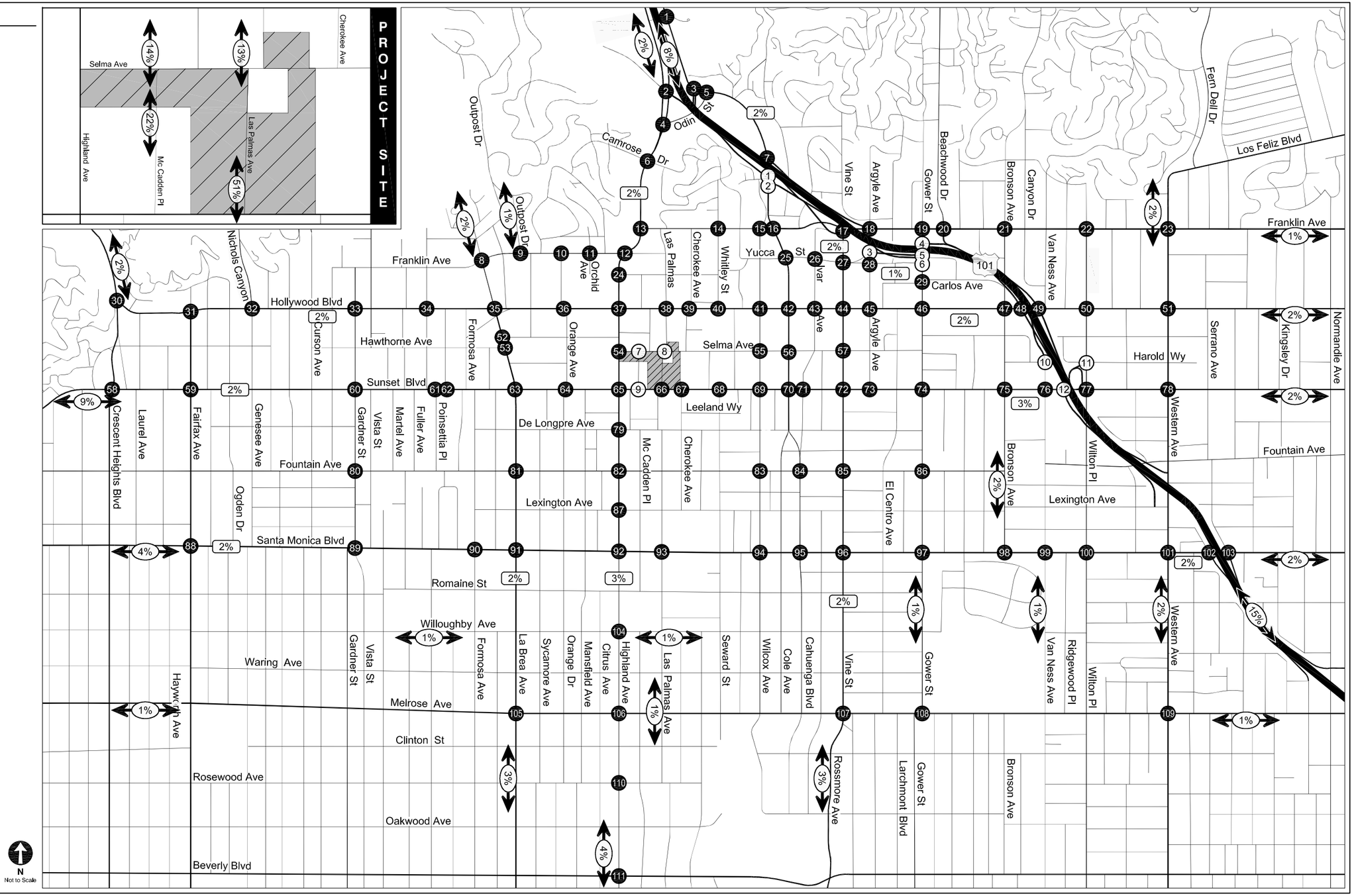


PROJECT TRIP DISTRIBUTION - OFFICE

FIGURE 3D

LEGEND

- Project Site
- # Analyzed Intersection Signalized
- # Analyzed Intersection Unsignalized
- X% Trip Distribution
- X% Trip Distribution (Internal)



PROJECT TRIP DISTRIBUTION - RESIDENTIAL

FIGURE 3E

TABLE 3A
TRIP GENERATION - EXISTING USES

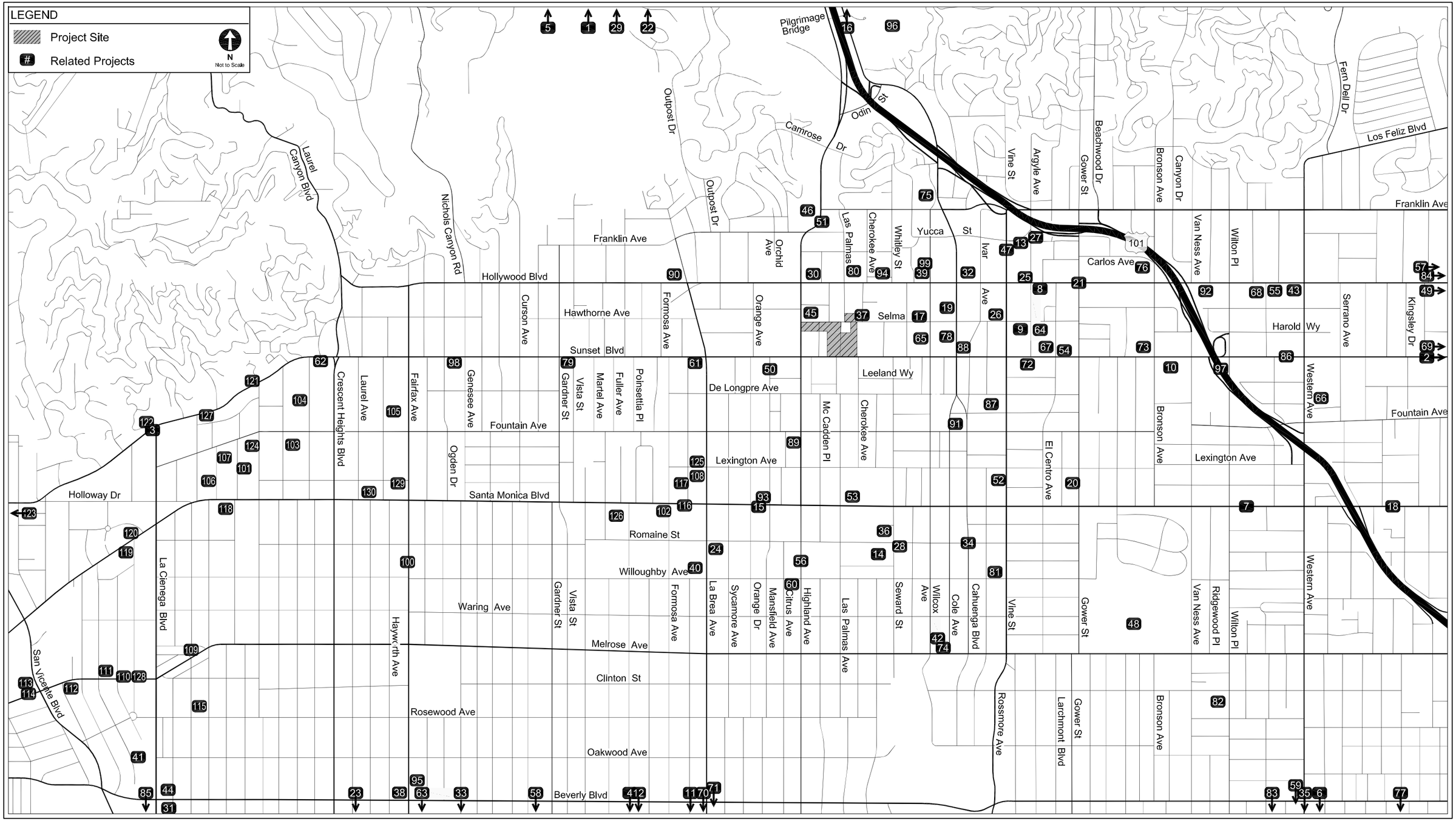
Land Use	ITE Land Use	Size	Weekday						
			Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Apartments	220	84 du	559	9	34	43	34	18	52
Transit/Walk Adjustment - 15% [b]			*(84)*	*(1)*	*(5)*	*(6)*	*(5)*	*(3)*	*(8)*
Subtotal - Residential			***475***	***8***	***29***	***37***	***29***	***15***	***44***
Office	710	57.4 ksf	633	79	11	90	15	71	86
Transit/Walk Adjustment - 15% [b]			*(95)*	*(12)*	*(2)*	*(14)*	*(2)*	*(11)*	*(13)*
Subtotal - Office			***538***	***67***	***9***	***76***	***13***	***60***	***73***
Shopping Center [d]	820	29.9 ksf	1,278	18	11	29	53	58	111
Transit/Walk Adjustment - 15% [b]			*(192)*	*(3)*	*(1)*	*(4)*	*(8)*	*(9)*	*(17)*
Pass-by Adjustment - 40% [c]			*(434)*	*(6)*	*(4)*	*(10)*	*(18)*	*(20)*	*(38)*
Subtotal - Shopping Center			***652***	***9***	***6***	***15***	***27***	***29***	***56***
High-Turnover Restaurant	932	4.0 ksf	509	24	19	43	23	16	39
Transit/Walk Adjustment - 15% [b]			*(76)*	*(4)*	*(2)*	*(6)*	*(3)*	*(3)*	*(6)*
Pass-by Adjustment - 20% [c]			*(87)*	*(4)*	*(3)*	*(7)*	*(4)*	*(3)*	*(7)*
Subtotal - High-Turnover Restaurant			***346***	***16***	***14***	***30***	***16***	***10***	***26***
Total - Existing Uses			**2,011**	**100**	**58**	**158**	**85**	**114**	**199**

ksf: 1,000 square feet
du: dwelling units
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Traffic Study Polices and Procedures* (LADOT, August 2014).
[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 3B
TRIP GENERATION - PROJECT

Land Use	ITE Land Use	Size	Weekday						
			Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Condomiums	230	per du	5.81	17%	83%	0.44	67%	33%	0.52
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
Supermarket	850	per ksf	102.24	62%	38%	3.40	51%	49%	9.48
Quality Restaurant	931	per ksf	89.95	55%	45%	0.81	67%	33%	7.49
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Proposed Project									
Apartments	220	760 du	5,054	78	310	388	306	165	471
Transit/Walk Adjustment - 15% [b]			*(758)*	*(12)*	*(46)*	*(58)*	*(46)*	*(25)*	*(71)*
Subtotal - Apartments			***4,296***	***66***	***264***	***330***	***260***	***140***	***400***
Condominiums	230	190 du	1,104	14	70	84	66	33	99
Transit/Walk Adjustment - 15% [b]			*(166)*	*(2)*	*(11)*	*(13)*	*(10)*	*(5)*	*(15)*
Subtotal - Condominiums			***938***	***12***	***59***	***71***	***56***	***28***	***84***
Hotel [c]	310	308 rooms	2,516	96	67	163	94	91	185
Transit/Walk Adjustment - 15% [b]			*(377)*	*(14)*	*(10)*	*(24)*	*(14)*	*(14)*	*(28)*
Subtotal - Hotel			***2,139***	***82***	***57***	***139***	***80***	***77***	***157***
Office	710	95.0 ksf	1,048	130	18	148	24	118	142
Transit/Walk Adjustment - 15% [b]			*(157)*	*(20)*	*(2)*	*(22)*	*(4)*	*(17)*	*(21)*
Subtotal - Office			***891***	***110***	***16***	***126***	***20***	***101***	***121***
Shopping Center [d]	820	61.8 ksf	2,637	37	22	59	110	119	229
Transit/Walk Adjustment - 15% [b]			*(396)*	*(6)*	*(3)*	*(9)*	*(17)*	*(17)*	*(34)*
Internal Capture Adjustment - 10% [e]			*(224)*	*(3)*	*(2)*	*(5)*	*(9)*	*(11)*	*(20)*
Pass-by Adjustment - 40% [f]			*(807)*	*(11)*	*(7)*	*(18)*	*(34)*	*(36)*	*(70)*
Subtotal - Shopping Center			***1,210***	***17***	***10***	***27***	***50***	***55***	***105***
Supermarket	850	40.0 ksf	4,090	84	52	136	193	186	379
Transit/Walk Adjustment - 15% [b]			*(614)*	*(13)*	*(7)*	*(20)*	*(29)*	*(28)*	*(57)*
Internal Capture Adjustment - 10% [e]			*(348)*	*(7)*	*(5)*	*(12)*	*(16)*	*(16)*	*(32)*
Pass-by Adjustment - 40% [f]			*(1,251)*	*(26)*	*(16)*	*(42)*	*(59)*	*(57)*	*(116)*
Subtotal - Supermarket			***1,877***	***38***	***24***	***62***	***89***	***85***	***174***
Quality Restaurant	931	41.6 ksf	3,744	19	15	34	187	125	312
Transit/Walk Adjustment - 15% [b]			*(562)*	*(3)*	*(2)*	*(5)*	*(28)*	*(19)*	*(47)*
Internal Capture Adjustment - 15% [e]			*(477)*	*(2)*	*(2)*	*(4)*	*(24)*	*(16)*	*(40)*
Pass-by Adjustment - 10% [f]			*(271)*	*(1)*	*(2)*	*(3)*	*(14)*	*(9)*	*(23)*
Subtotal - Quality Restaurant			***2,434***	***13***	***9***	***22***	***121***	***81***	***202***
High-Turnover Restaurant	932	41.6 ksf	5,293	248	202	450	246	164	410
Transit/Walk Adjustment - 15% [b]			*(794)*	*(37)*	*(31)*	*(68)*	*(37)*	*(25)*	*(62)*
Internal Capture Adjustment - 15% [e]			*(675)*	*(32)*	*(25)*	*(57)*	*(31)*	*(21)*	*(52)*
Pass-by Adjustment - 20% [f]			*(765)*	*(36)*	*(29)*	*(65)*	*(36)*	*(23)*	*(59)*
Subtotal - High-Turnover Restaurant			***3,059***	***143***	***117***	***260***	***142***	***95***	***237***
Total - Proposed Project			**16,844**	**481**	**556**	**1,037**	**818**	**662**	**1,480**
Total - Existing Uses [g]			**(2,011)**	**(100)**	**(58)**	**(158)**	**(85)**	**(114)**	**(199)**
Total - Net New Project Trips			**14,833**	**381**	**498**	**879**	**733**	**548**	**1,281**

ksf: 1,000 square feet
du: dwelling units
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Traffic Study Polices and Procedures* (LADOT, August 2014).
[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the retail and restaurant uses within the hotel were considered separately and included in the total retail and restaurant square footage to provide a conservative analysis.
[d] Shopping center includes retail, restaurant, and recreational uses.
[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.
[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.
[g] See Table 3-A for calcuation of the Existing Use trip generation.



LOCATIONS OF RELATED PROJECTS

FIGURE 4

TABLE 4
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	AM Peak Hour			PM Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total
1.	Mixed-Use	3400 N Cahuenga Blvd	53 apartment units, 5,000 sf retail, 11,385 sf office, and 40,300 sf health club	1,518	115	110	225	121	67	188
2.	Sunset Time - Sunset Olive Mixed-Use	8418 Sunset Blvd	138 residential units and 75,000 sf retail	4,242	24	96	120	192	104	296
3.	Sunset Millennium	8500 W Sunset Blvd	371 hotel rooms, 34,000 sf restaurant/retail, 7,000 sf theater, 2,500 sf dining	5,412	205	149	354	213	221	434
4.	Desmond's Tower	5500 W Wilshire Blvd	175 apartment units	820	13	51	64	51	28	79
5.	Condominium	3450 N Cahuenga Blvd	68 condominium units and 59,000 sf retail	3,010	15	72	87	131	64	195
6.	Gaju Market (New California Market)	450 S Western Ave	130,500 sf retail	3,019	47	29	76	138	138	276
7.	Paseo Plaza Mixed-Use	5651 W Santa Monica Blvd	437 apartment units and 378,000 sf retail	6,831	50	200	250	419	225	644
8.	BLVD 6200 Mixed-Use	6200 W Hollywood Blvd	952 apartment units and 190,000 sf retail (Phase 1 Complete)	2,816	41	103	143	133	109	242
9.	Selma & Vine Mixed-Use	1540 N Vine Street	306 apartment units and 68,000 sf retail	3,049	27	109	136	191	103	294
10.	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
11.	La Brea	101 S La Brea Ave	180 condominium units, 26,400 sf retail, and 3,000 sf other	1,503	11	52	63	62	30	92
12.	Third Street Mixed-Use Project	5863 W 3rd St	60 apartment units and 5,350 retail	1,248	29	140	169	85	42	127
13.	Yucca Street Condos	6230 W Yucca Street	85 condominium units and 13,890 sf commercial	364	4	21	25	21	11	32
14.	Office	959 N Seward Street	240,000 sf office	2,356	299	41	340	53	260	313
15.	Archstone Hollywood Mixed-Use Project	6914 W Santa Monica Blvd	374 condominium units and 15,000 sf retail	2,279	18	90	108	125	61	186
16.	Residential Project (Apartments)	3716 N Barham Blvdvd	364 Apartment Units	1,290	0	0	92	0	0	120
17.	Office Project	6516 W Selma Avee	85,000 sf office	936	116	16	132	22	105	127
18.	Mixed-Use	5245 W Santa Monica Blvd	68 apartment units and 51,674 sf retail	2,526	13	53	66	137	74	211
19.	Selma Hotel	6417 W Selma Avee	180 room hotel and 12,840 sf restaurant	1,849	6	4	10	61	59	120
20.	Hollywood Production Center	1149 N Gower Street	57 residential units	704	5	22	27	22	12	34
21.	Hanover Gower Mixed-Use	6100 W Hollywood Blvd	151 apartment units and 6,200 sf retail	1,397	21	72	93	76	45	121
22.	Gas Station & Convenience Store	3704 N Cahuenga Blvd	Adding 1,700 sf to existing "gas station w/ conv. Store"	1,157	48	45	93	58	58	116
23.	Wilshire & Crescent Heights Mixed-Use	6245 W Wilshire Blvd	4200 sf bank, 133 apts, 4 condos & 1570 sf coffee shop	1,214	29	74	103	32	2	34
24.	Mixed-Use Office/Retail	936 N La Brea Avee	88,750 sf office and 12,000 sf retail	911	24	5	29	14	37	38
25.	Pantages Theater Office	6225 W Hollywood Blvd	214,000 sf office	1,918	243	33	276	43	411	254
26.	Selma & Vine Office Project	1601 N Vine Street	121,609 sf office and 2,613 sf commercial	1,239	155	27	182	39	145	184
27.	Argyle Hotel Project	1800 N Argyle Avee	225 room hotel	1,360	22	37	59	60	18	78
28.	Seward Street Office Project	956 N Seward Street	130,000 sf office	1,240	165	21	186	29	151	180
29.	NBC Universal Evolution Plan	100 Universal City Plaza	Theme park, production studio, and entertainment district master plan	19,139	1,271	489	1,760	307	1,391	1,698
30.	Restaurant	6757 W Hollywood Blvd	17,717 sf restaurant	1,220	5	5	10	35	17	52
31.	The Beverly Connection	100 N La Cienega Blvd	Conversion & Renovation of existing shopping ctr	1,663	(11)	15	4	88	77	166
32.	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	(19)	11	(8)	62	4	66
33.	Residential	6298 W 3rd St	300 condominium units	(248)	17	85	102	(17)	(8)	(25)
34.	Television Center (TVC Expansion)	6300 W Romaine St	114,725 office, 40,927 gym and 38,072 dance studio	1,596	199	27	226	20	17	37
35.	Western Galleria Market	100 N Western Ave	98 apartment units and 30,000 sf retail	940	17	40	57	54	38	92
36.	Hollywood Center Studios Office	6601 W Romaine St	104,155 sf office and 1,970 sf storage	808	88	4	92	12	39	51
37.	Selma Community Housing	1603 N Cherokee Ave	66 affordable apartment units	439	7	27	34	26	15	41
38.	Beverly & Fairfax Mixed-Use	7901 W Beverly Blvd	71 apartment units and 11,454 sf retail	493	7	29	36	30	16	46
39.	Hudson Building	6523 W Hollywood Blvd	15,000 sf restaurant	547	(16)	(11)	(27)	32	4	36
40.	La Brea Gateway	915 N La Brea Ave	33,500 sf supermarket and 179 apartment units	2,615	5	86	91	158	90	248
41.	375 Luxe	375 N La Cienega Blvd	125 apts & 7900 sf retail	168	8	47	55	34	11	45
42.	Residential	712 N Wilcox Avee	100 apartment units	550	8	34	42	33	18	51
43.	Restaurant & Deli	5500 W Hollywood Blvd	4,648 sf restaurant and 1,000 sf deli	441	6	6	12	22	15	37
44.	Mixed-Use	316 N La Cienega Blvd	45 apts, 800 sf café, 3680 sf retail	602	41	53	94	31	22	53
45.	Mixed-Use	1610 N Highland Ave	248 apartment units and 14,710 sf retail	1,805	22	90	112	96	54	150
46.	Highland Avenue Indigo Hotel Project	1841 N Highland Ave	100 business hotel rooms	694	29	19	48	26	24	50
47.	Millennium Hollywood Mixed-Use Project	1740 N Vine St	461 apartment units, 254 hotel rooms, 80,000 sf health club, 264,303 sf office, 100,000 sf retail and 25,000 sf restaurant	9,922	321	253	574	486	438	924
48.	Paramount Studios	5555 W Melrose Ave	21,000 sf sound stage, 1,900 sf stage support, 635,500 sf production office, 638,100 sf office, and 64,200 sf retail	9,830	712	213	925	297	736	1,033
49.	Mixed-Use	4900 W Hollywood Blvd	200 apartment units and 25,000 sf retail	1,585	24	75	99	89	56	145
50.	Apartments	1411 N Highland Ave	90 apartment units	823	23	43	66	45	26	71

Notes

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TABLE 4 (CONTINUED)
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	AM Peak Hour			PM Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total
51.	Apartment Project	1824 N Highland Ave	118 apartment units	667	10	41	51	40	22	62
52.	Hotel	1133 N Vine St	112 hotel rooms	457	19	13	32	18	15	33
53.	The Lexington Mixed-Use	6677 W Santa Monica Blvd	786 apartment units, 9,422 sf restaurant, and 12, 719 sf retail	1,938	127	182	309	170	122	292
54.	Columbia Square Mixed-Use	6121 W Sunset Blvd	200 apartment units, 422,500 sf office, 25,500 sf restaurant, 16,500 sf retail, and 15,000 sf health club	6,327	477	211	688	254	428	682
55.	Mixed-Use (High Line West)	5550 W Hollywood Blvd	278 apartment units and 12,500 sf retail	1,267	(3)	43	40	47	17	64
56.	Tutoring Center	927 N Highland Ave	100 school students and 18 tutoring employees	155	4	(1)	3	23	17	40
57.	Kaiser Permanente Medical Office	4905 W Hollywood Blvd	43,000 sf office	1,285	68	18	86	35	92	127
58.	Office - Museum Square	5757 W Wilshire Bl	265,000 sf office	1,798	251	34	285	47	228	275
59.	Restaurants	135 N Western Ave	11904 sf restaurant	330	21	20	41	9	9	18
60.	Starbucks w/ Drive-Thru	859 N Highland Ave	806 sf coffee shop	330	21	20	41	9	9	18
61.	Mixed-Use	7120 W Sunset Blvd	44 apartment units and 2,900 sf commercial	397	0	14	14	25	4	29
62.	Sunset Crescent Heights	8150 Sunset Blvd	249 apartment units, 51,150 sf retail, 24,811 sf supermarket, 5,094 sf bank, 22,189 sf restaurant, and 8,095 sf dance studio	1,077	(92)	10	(82)	158	58	216
63.	Academy Museum of Motion Pictures	6067 W Wilshire Blvd	Museum 5000 visitors, 135 employees, 5 ksf store, 4 KSF restaurant	2,693	0	0	0	56	261	317
64.	Ametron	1546 N Argyle Ave	169,463 sf office and 24,200 sf retail	532	163	12	175	10	130	140
65.	Sunset + Wilcox	1541 N Wilcox Ave	225 hotel rooms and 13,004 sf restaurant	3,359	103	80	183	147	114	261
66.	Mixed-Use	1350 N Western Ave	52 apartment units and 4,200 sf retail	243	(36)	39	3	29	(45)	(16)
67.	Palladium Residences	6201 W Sunset Blvd	731 apartment units, 5,000 sf restaurant, 21,000 sf retail, and 2,000 sf coffee shop	4,913	128	228	356	234	169	403
68.	Hollywood Hotel	5600 W Hollywood Blvd	80 hotel rooms	604	22	16	38	22	22	44
69.	City Lights Mixed-Use	1515 N Hillhurst Ave	202 Apts, 5.35 KSF Retail, 5.05 KSF Restaurant, 3.025 KSF Coffee/Donut	1,664	43	92	134	111	73	183
70.	925 La Brea Avenue	925 La Brea Ave	17,000 sf retail and 53,000 sf office	810	66	11	77	24	71	95
71.	904 La Brea Avenue	904 La Brea Ave	169 apartment units and 40,000 sf retail	2,072	25	68	93	106	80	186
72.	6250 Sunset (Nickelodeon)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail	1,531	21	86	107	92	49	141
73.	Mixed-Use	5901 Sunset Blvd	274,000 sf office and 26,000 sf supermarket	3,835	350	61	411	122	338	460
74.	2014 Residential	707 N Cole Ave	84 apartment units	236	2	15	18	13	6	19
75.	Hotel	1921 Wilcox Ave	159 hotel rooms and 3,050 sf restaurant	1,687	68	49	117	66	59	125
76.	1717 Bronson Avenue	1717 N Bronson Ave	93 apartment units	436	6	27	33	26	14	40
77.	Hotel & Retail	4110 W 3rd Street	173 room hotel & 2780 sf retail	1,185	45	35	80	46	40	86
78.	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 1,500 sf commercial, and 3,550 sf restaurant	469	13	9	22	17	17	34
79.	Sunset Mixed-Use	7510 W Sunset Blvd	236 apartment units and 30,000 sf retail	4,288	21	84	105	81	43	124
80.	Las Palmas Residential (Hollywood Cherokee)	1718 N Las Palmas Ave	29 condominium units, 195 apartment units, and 985 sf retail	1,333	21	84	105	81	43	124
81.	Mixed-Use	901 N Vine Street	85 apartment units, 4,000 sf retail, and 4,000 sf restaurant	(32)	4	26	30	(5)	1	(4)
82.	Apartments	525 N Wilton Place	88 apartment units	449	6	28	34	27	14	41
83.	Apartments	3875 W Wilshire Blvd	36600 sf hardware store	1,238	19	77	96	77	42	119
84.	Hardware Store	4905 W Hollywood Blvd	36,600 sf retail	1,401	13	12	25	64	68	132
85.	Caruso Affiliated	333 S La Cienega Blvd	162 apts, 27 ksf supermarket, 3560 sf restaurant	2,020	35	71	106	114	77	191
86.	Target Retail Shopping Center Project	5520 W Sunset Blvd	163,862 sf discount store and 30,887 shopping center	4,903	52	21	73	211	211	422
87.	Academy Square	1341 Vine St	233,685 sf office, 250 apartment units, 33,000 sf retail, and 7,000 sf restaurant	4,903	52	21	73	211	211	422
88.	Hotel	6409 W Sunset Blvd	221 hotel rooms and 1,893 sf retail	851	32	13	45	36	43	79
89.	Mixed-Use	1233 N Highland Ave	72 apartment units	714	11	27	38	38	28	66
90.	Mixed-Use	7107 Hollywood Blvd	410 apartment units, 5,000 sf restaurant, and 5,000 sf retail	2,637	49	157	206	167	86	253
91.	Mixed-Use	1310 N Cole Ave	375 apartment units and 2,800 office	2,226	20	139	159	139	58	197
92.	5750 Hollywood	5750 Hollywood Blvd	162 apartment units and 5,000 sf commercial	1,060	16	61	77	62	36	98
93.	Mixed-Use at 6901 Santa Monica Bl	6901 Santa Monica Blvd	Mixed-use Project	1,010	0	78	78	66	18	84
94.	Hyatt House Hotel & Retail	6611 W Hollywood Blvd	167 hotel rooms, 10,500 sf retail, and 5,400 sf restaurant	529	26	21	47	14	34	48
95.	Jewish Family Service	320 N Fairfax Ave	28341 sf office	276	28	9	37	4	21	25
96.	John Anson Ford Theater [e]	2580 Cahuenga Boulevard East	311 net new theater seats, 5,400 sf restaurant, and 30 office employees	610	34	1	35	18	43	61
97.	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater, and neighborhood uses	2,298	104	69	173	115	89	204
98.	7500-7800 Sunset Boulevard	7500-7800 Sunset Boulevard	236 apartment units, 20,000 sf retail, and 10,000 sf restaurant	3,695	95	152	247	190	129	319
99.	Wilcox Hotel	1721 Wilcox Ave	140 hotel rooms and 10,000 sf restaurant	1,750	77	55	132	73	59	132
100.	Retail and Office	920 Fairfax Ave	Retail and Office	86	1	9	8	7	9	2

Notes

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TABLE 4 (CONTINUED)
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	AM Peak Hour			PM Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total
101.	Condominium	1216 Flores St	14 condominium units	81	1	5	6	5	2	7
102.	Office and Media Support	1041 Formosa Ave	Office and Media Support	4,450	389	49	438	113	332	445
103.	Condominium	1264 Harper Ave	16 condominum units	94	1	6	7	5	3	8
104.	Condominium	1345 Havenhurst Dr	16 condominum units	94	1	6	7	5	3	8
105.	Condominium	1342 Hayworth Ave	16 condominum units	94	1	6	7	5	3	8
106.	Condominium	1125 Kings Rd	10 condominum units	59	1	4	4	3	2	5
107.	Apartments	1232 Kings Rd	25 apartment units	168	3	10	13	10	5	16
108.	Apartments and Office	1145 La Brea Ave	Apartments and Office	222	6	14	60	14	10	24
109.	Retail	8451 Melrose Ave	3,929 sf retail	174	13	14	27	5	6	11
110.	Retail	8551 Melrose Ave	6,500 sf retail	288	5	4	9	18	8	10
111.	Retail and Commercial	8583 Melrose Ave	9,545 sf retail/commercial	561	16	12	28	22	22	44
112.	Retail and Apartments	8650 Melrose Ave	14,571 sf retail and 7 apartment units	693	12	11	23	20	23	43
113.	Commercial	8711 Melrose Ave	21,565 sf commercial	567	10	7	17	8	9	17
114.	Restaurant and Retail	8715 Melrose Ave	8,997 sf restaurant and 10,355 sf retail	1,268	--	--	--	57	38	95
115.	Apartments	507 Orlando Ave	8 apartment units	60	1	4	5	4	2	6
116.	Faith Plating	7143 Santa Monica Blvd	Mixed-use	1,630	24	72	96	88	52	140
117.	Blue Hibiscus	1127 N Detroit St	12 new affordable housing units	--	--	--	--	--	--	--
118.	Kings Road Mixed-Use	8350 Santa Monica Blvd	Mixed-use	432	7	11	18	15	14	29
119.	Retail and Restaurant	8550 Santa Monica Blvd	Retail and Restaurant	497	8	12	20	18	16	34
120.	Mixed-Use Project	8555 Santa Monica Blvd	Mixed-use	2,914	56	79	135	131	102	233
121.	Retail and Restaurant	8305 Sunset Blvd	Retail and Restaurant	1,137	0	0	0	64	31	95
122.	Mixed-Use Project	8497 Sunset Blvd	Mixed-use	898	8	8	16	39	16	55
123.	Hotel and Apartments	8950 Sunset Blvd	196 hotel rooms or 4 apartment units	2,218	84	62	146	80	86	166
124.	Condominium	1253 Sweetzer Ave	8 condominum units	47	1	3	4	3	1	4
125.	Restaurant	1201 La Brea Ave	4,575 sf restaurant	412	2	2	4	21	4	25
126.	Movietown	7302 Santa Monica Blvd	Mixed-use	1,617	41	122	163	155	94	249
127.	Sunset Time	8418 Sunset Blvd	Residential units and retail	2,226	67	55	122	114	76	190
128.	Retail	605 West Knoll Dr	7,270 sf retail	322	24	26	50	9	11	20
129.	Condominium	7914 Norton Ave	8 condominum units	47	1	3	4	3	1	4
130.	Retail, Restaurant, and Office	7965-7985 Santa Monica Blvd	4,365 sf retail, 13,682 sf restaurant, 70,036 sf office	3,389	185	92	277	146	205	355

Notes

[a] Related projects located in the City of Los Angeles were provided by the Los Angeles Department of Transportation in September 2015. Related Projects located in the City of West Hollywood were provided by City of West Hollywood staff in December 2015.

TABLE 5
FREEWAY SEGMENT SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2015)

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Volume [c]	V/C Ratio	Project Traffic	Percent of Capacity	Meets Screening Criteria?
AM Peak Hour								
US 101 between Barham Boulevard	NB	4	8,000	7,437	0.93	37	0.5%	NO
and Highland Avenue	SB	4	8,000	13,239	1.65	37	0.5%	NO
US 101 between Highland Avenue	NB	4	8,000	6,248	0.78	5	0.1%	NO
and Cahuenga Boulevard	SB	5	10,000	11,122	1.11	11	0.1%	NO
US 101 between Cahuenga Boulevard	NB	4	8,000	5,751	0.72	5	0.1%	NO
and Gower Street/Argyle Avenue	SB	4	8,000	10,236	1.28	0	0.0%	NO
US 101 between Gower Street/Argyle Avenue	NB	4	8,000	5,363	0.67	0	0.0%	NO
and Hollywood Boulevard	SB	4	8,000	9,548	1.19	0	0.0%	NO
US 101 between Hollywood Boulevard	NB	4	8,000	5,015	0.63	11	0.1%	NO
and Sunset Boulevard	SB	4	8,000	9,131	1.14	19	0.2%	NO
US 101 between Sunset Boulevard	NB	4	8,000	5,944	0.74	26	0.3%	NO
and Western Avenue	SB	4	8,000	10,581	1.32	43	0.5%	NO
US 101 between Western Avenue	NB	4	8,000	5,391	0.67	26	0.3%	NO
and Santa Monica Boulevard	SB	4	8,000	9,597	1.20	43	0.5%	NO
US 101 between Santa Monica Boulevard	NB	4	8,000	6,138	0.77	34	0.4%	NO
and Melrose Avenue	SB	4	8,000	10,925	1.37	58	0.7%	NO
PM Peak Hour								
US 101 between Barham Boulevard	NB	4	8,000	6,166	0.77	38	0.5%	NO
and Highland Avenue	SB	4	8,000	13,097	1.64	67	0.8%	NO
US 101 between Highland Avenue	NB	4	8,000	5,180	0.65	6	0.1%	NO
and Cahuenga Boulevard	SB	5	10,000	11,003	1.10	24	0.2%	NO
US 101 between Cahuenga Boulevard	NB	4	8,000	4,768	0.60	6	0.1%	NO
and Gower Street/Argyle Avenue	SB	4	8,000	10,127	1.27	0	0.0%	NO
US 101 between Gower Street/Argyle Avenue	NB	4	8,000	4,447	0.56	0	0.0%	NO
and Hollywood Boulevard	SB	4	8,000	9,446	1.18	0	0.0%	NO
US 101 between Hollywood Boulevard	NB	4	8,000	4,185	0.52	23	0.3%	NO
and Sunset Boulevard	SB	4	8,000	9,080	1.14	16	0.2%	NO
US 101 between Sunset Boulevard	NB	4	8,000	4,928	0.62	52	0.7%	NO
and Western Avenue	SB	4	8,000	10,468	1.31	36	0.5%	NO
US 101 between Western Avenue	NB	4	8,000	4,470	0.56	52	0.7%	NO
and Santa Monica Boulevard	SB	4	8,000	9,494	1.19	36	0.5%	NO
US 101 between Santa Monica Boulevard	NB	4	8,000	5,088	0.64	69	0.9%	NO
and Melrose Avenue	SB	4	8,000	10,808	1.35	48	0.6%	NO

Notes
[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.
[c] An ambient growth rate of 1% per year was applied to the most recent traffic volume data from recent Caltrans published volume data from *2014 Traffic Volumes on California State Highways* (Caltrans, 2015) to reflect Existing year 2015 traffic conditions.

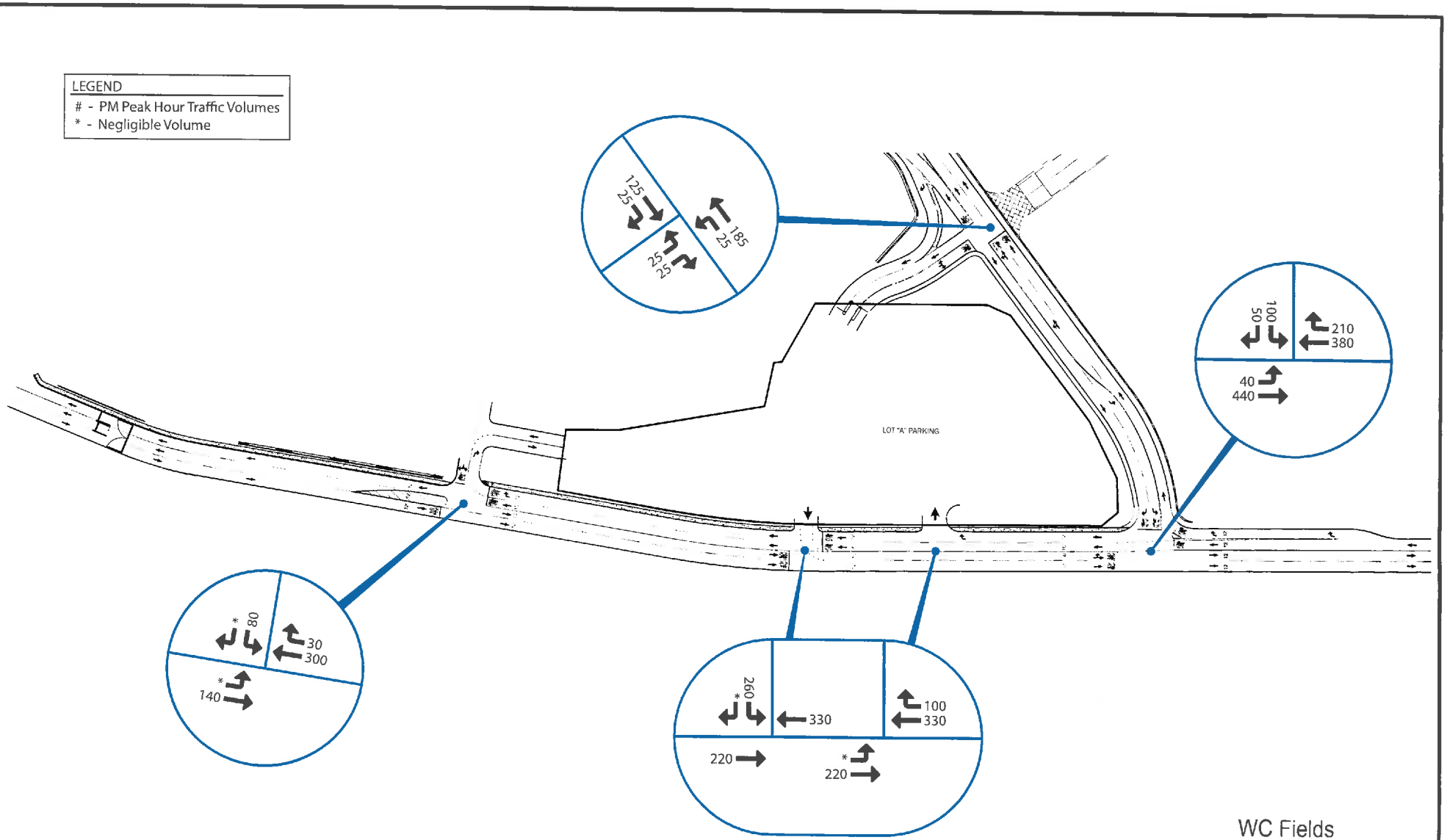
TABLE 6
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2015)

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Volume [b]	V/C Ratio	Project Traffic	Percent of Capacity	Meets Screening Criteria?
US 101 Northbound Off-ramps to Cahuenga Boulevard/Odin Street	AM	1	850	322	0.38	0	0.0%	NO
	PM	1	850	300	0.35	0	0.0%	NO
US 101 Northbound Off-ramps to Cahuenga Boulevard	AM	1	850	380	0.45	0	0.0%	NO
	PM	1	850	354	0.42	0	0.0%	NO
US 101 Southbound Off-ramps to Cahuenga Boulevard	AM	1	850	116	0.14	11	1.3%	NO
	PM	1	850	108	0.13	24	2.8%	NO
US 101 Southbound Off-ramps to Vine Street	AM	1	850	1,110	1.31	0	0.0%	NO
	PM	1	850	1,034	1.22	0	0.0%	NO
US 101 Northbound Off-ramps to Gower Street	AM	1	850	338	0.40	0	0.0%	NO
	PM	1	850	314	0.37	0	0.0%	NO
US 101 Southbound Off-ramps to Gower Street	AM	1	850	520	0.61	0	0.0%	NO
	PM	1	850	485	0.57	0	0.0%	NO
US 101 Northbound Off-ramps to Hollywood Boulevard	AM	1	850	590	0.69	11	1.3%	NO
	PM	1	850	550	0.65	23	2.7%	NO
US 101 Southbound Off-ramps to Hollywood Boulevard	AM	1	850	544	0.64	0	0.0%	NO
	PM	1	850	506	0.60	0	0.0%	NO
US 101 Northbound Off-ramps to Sunset Boulevard	AM	1	850	1,032	1.21	15	1.8%	YES
	PM	1	850	962	1.13	29	3.4%	YES
US 101 Southbound Off-ramps to Sunset Boulevard	AM	1	850	372	0.44	0	0.0%	NO
	PM	1	850	347	0.41	0	0.0%	NO
US 101 Southbound Off-ramps to Western Avenue	AM	1	850	761	0.90	0	0.0%	NO
	PM	1	850	709	0.83	0	0.0%	NO
US 101 Northbound Off-ramps to Santa Monica Boulevard	AM	1	850	1,017	1.20	8	0.9%	NO
	PM	1	850	948	1.12	17	2.0%	YES

Notes

[a] Off-ramp lane capacity is 850 vehicles per hour per lane based on specifications in the screening criteria.

[b] An ambient growth rate of 1% per year was applied to the most recent traffic volume data from *2014 Traffic Volumes on California State Highways* (Caltrans, 2015) to reflect Existing year 2015 traffic conditions.



WC Fields
Exhibit

VS2 Consulting Inc.

create • restore • thrive

DATE: 1-5-2016 REVISED ON:
JOB No:1UNI010400 SHEET 1 OF 1

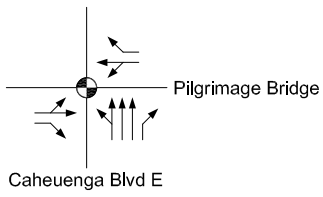
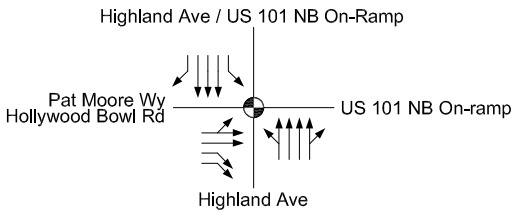
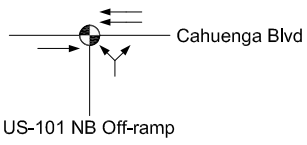
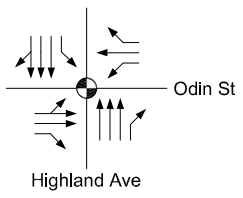
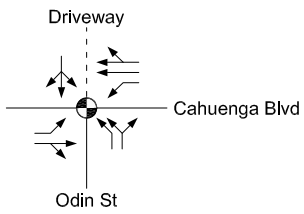
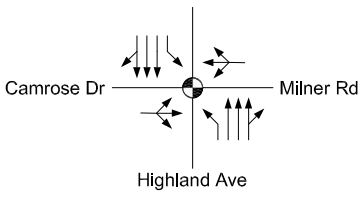
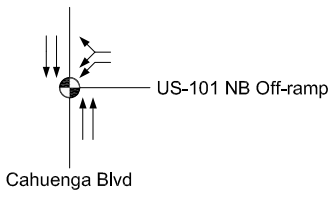
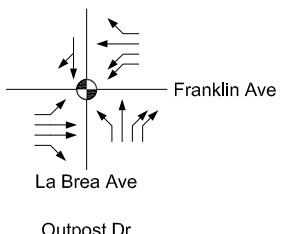
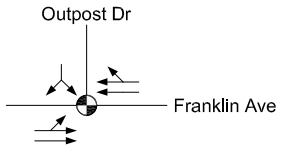
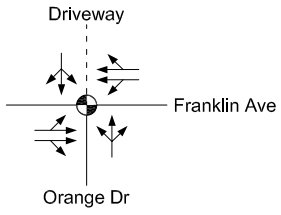
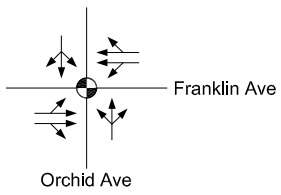
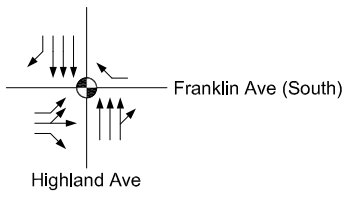
Plotted: 09/10/14 14:05:58 W:\MI_SAC\MTS01120X\ENGR\SHEETS\ECR.dwg, gorlee

Appendix B

Intersection Lane Configurations

LEGEND

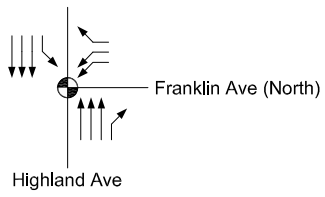
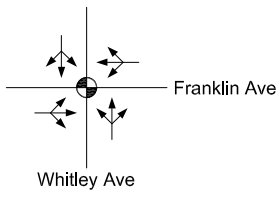
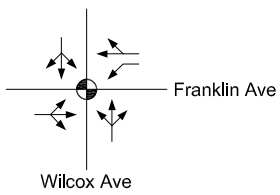
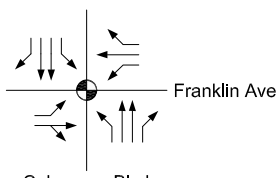
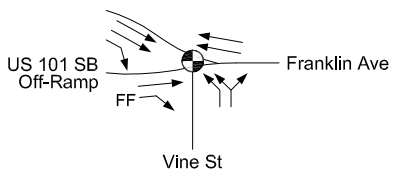
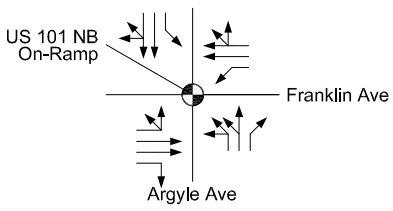
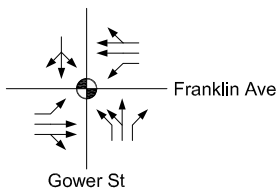
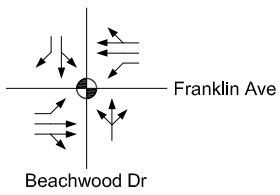
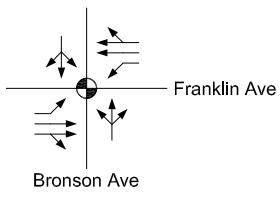
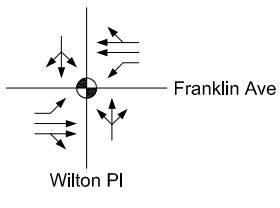
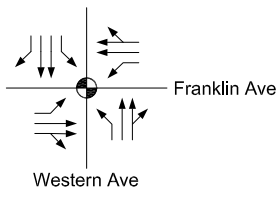
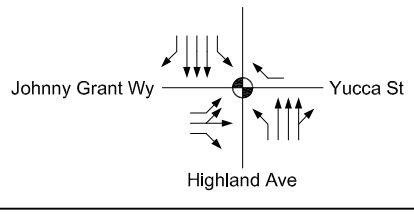
Traffic Signal

	EXISTING CONDITIONS	FUTURE CONDITIONS
1. Caheuenga Blvd East & Pilgrimage Bridge		Same as Existing Conditions
2. Highland Ave / US 101 NB On-ramp & Pat Moore Wy / Hollywood Bowl Rd / US-101 SB On-ramp		Same as Existing Conditions
3. US-101 NB Off-ramp & Cahuenga Blvd		Same as Existing Conditions
4. Highland Ave & Odin St		Same as Existing Conditions
5. Odin St & Cahuenga Blvd		Same as Existing Conditions
6. Highland Ave & Camrose Dr / Milner Rd		Same as Existing Conditions
7. Cahuenga Blvd & US-101 NB Off-ramp		Same as Existing Conditions
8. La Brea Ave & Franklin Ave		Same as Existing Conditions
9. Outpost Dr & Franklin Ave		Same as Existing Conditions
10. Orange Dr & Franklin Ave		Same as Existing Conditions
11. Orchid Ave & Franklin Ave		Same as Existing Conditions
12. Highland Ave & Franklin Ave (South)		Same as Existing Conditions

LEGEND

Traffic Signal

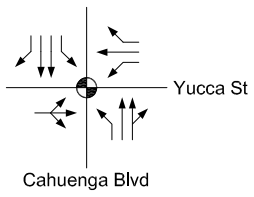
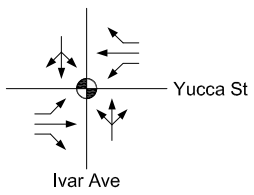
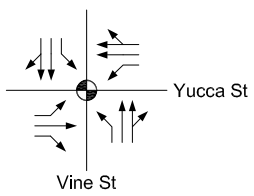
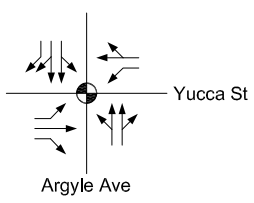
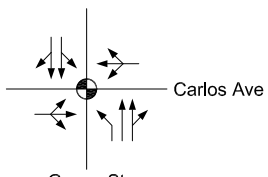
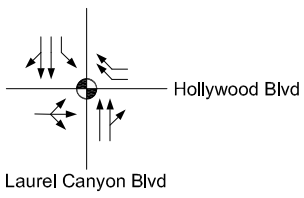
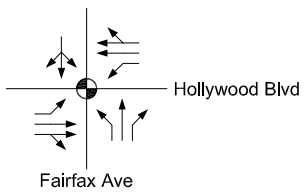
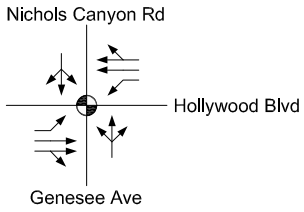
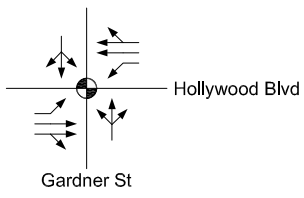
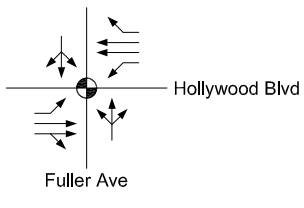
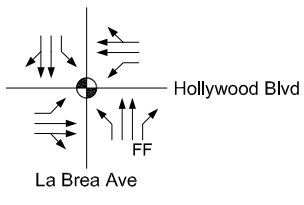
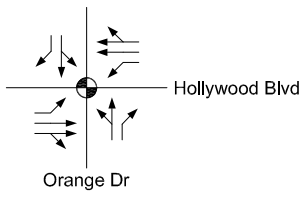
FF Free Flow

	EXISTING CONDITIONS	FUTURE CONDITIONS
13. Highland Ave & Franklin Ave (North)		Same as Existing Conditions
14. Whitley Ave & Franklin Ave		Same as Existing Conditions
15. Wilcox Ave & Franklin Ave		Same as Existing Conditions
16. Cahuenga Blvd & Franklin Ave		Same as Existing Conditions
17. Vine St & Franklin Ave / US-101 SB Off-ramp		Same as Existing Conditions
18. Argyle Ave / US-101 NB On-ramp & Franklin Ave		Same as Existing Conditions
19. Gower St & Franklin Ave		Same as Existing Conditions
20. Beachwood Dr & Franklin Ave		Same as Existing Conditions
21. Bronson Ave & Franklin Ave		Same as Existing Conditions
22. Wilton Pl & Franklin Ave		Same as Existing Conditions
23. Western Ave & Franklin Ave		Same as Existing Conditions
24. Highland Ave & Johnny Grant Way / Yucca St		Same as Existing Conditions

LEGEND

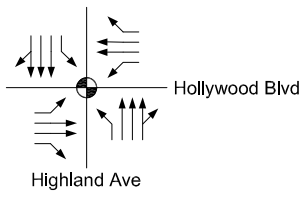
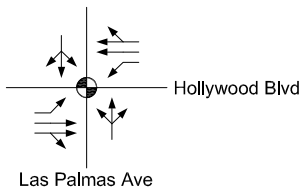
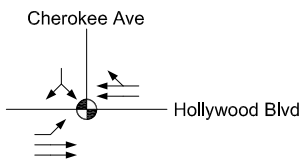
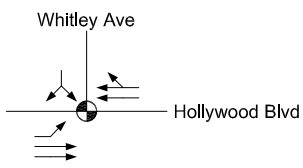
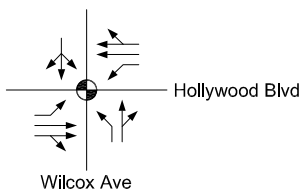
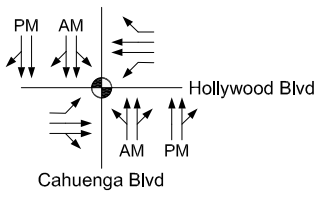
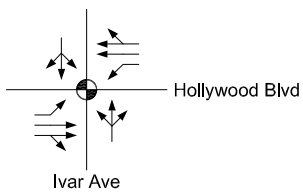
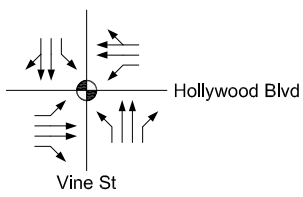
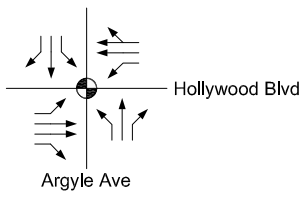
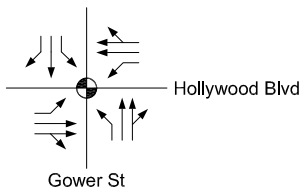
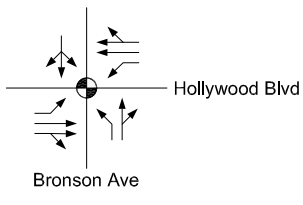
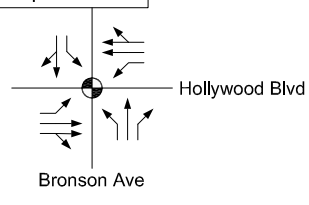
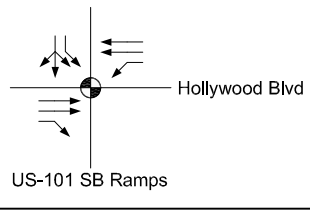
Traffic Signal

FF Free Flow

	EXISTING CONDITIONS	FUTURE CONDITIONS
25. Cahuenga Blvd & Yucca St		Same as Existing Conditions
26. Ivar Ave & Yucca St		Same as Existing Conditions
27. Vine St & Yucca St		Same as Existing Conditions
28. Argyle Ave & Yucca St		Same as Existing Conditions
29. Gower St & Carlos Ave		Same as Existing Conditions
30. Laurel Canyon Blvd & Hollywood Blvd		Same as Existing Conditions
31. Fairfax Ave & Hollywood Blvd		Same as Existing Conditions
32. Nichols Canyon Rd / Genesee Ave & Hollywood Blvd		Same as Existing Conditions
33. Gardner St & Hollywood Blvd		Same as Existing Conditions
34. Fuller Ave & Hollywood Blvd		Same as Existing Conditions
35. La Brea Ave & Hollywood Blvd		Same as Existing Conditions
36. Orange Dr & Hollywood Blvd		Same as Existing Conditions

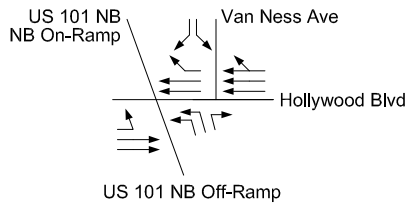
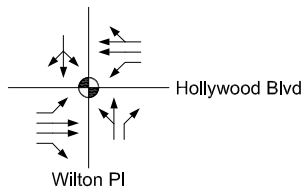
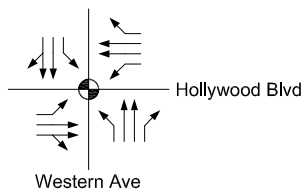
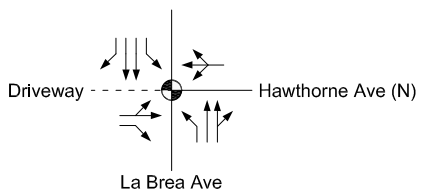
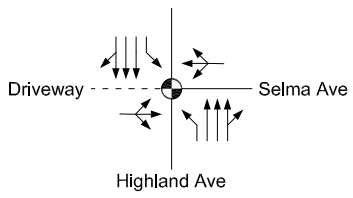
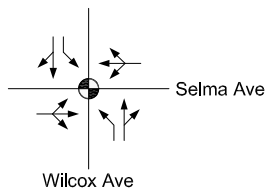
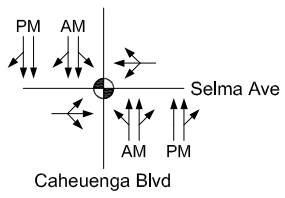
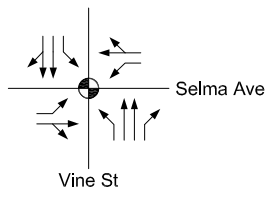
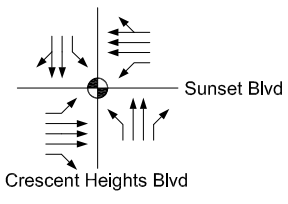
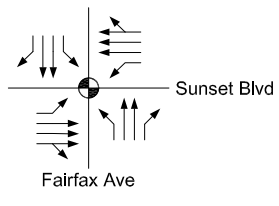
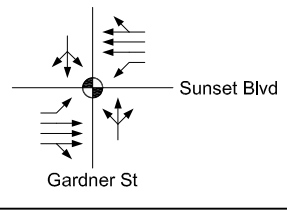
LEGEND

Traffic Signal

	EXISTING CONDITIONS	FUTURE CONDITIONS
37. Highland Ave & Hollywood Blvd		Same as Existing Conditions
38. Las Palmas Ave & Hollywood Blvd		Same as Existing Conditions
39. Cherokee Ave & Hollywood Blvd		Same as Existing Conditions
40. Whitley Ave & Hollywood Blvd		Same as Existing Conditions
41. Wilcox Ave & Hollywood Blvd		Same as Existing Conditions
42. Cahuenga Blvd & Hollywood Blvd		Same as Existing Conditions
43. Ivar Ave & Hollywood Blvd		Same as Existing Conditions
44. Vine St & Hollywood Blvd		Same as Existing Conditions
45. Argyle Ave & Hollywood Blvd		Same as Existing Conditions
46. Gower St & Hollywood Blvd		Same as Existing Conditions
47. Bronson Ave & Hollywood Blvd		Future Roadway Improvement 
48. US-101 SB Ramps & Hollywood Blvd		Same as Existing Conditions

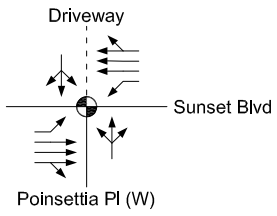
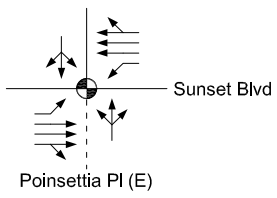
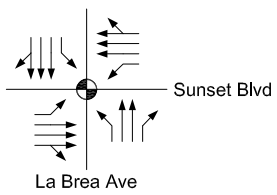
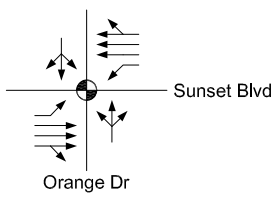
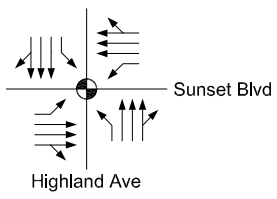
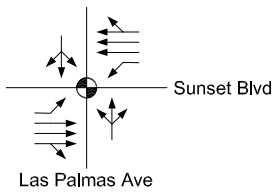
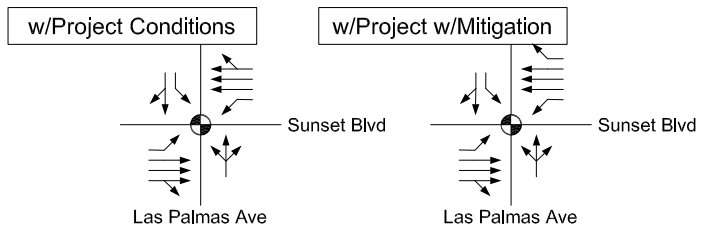
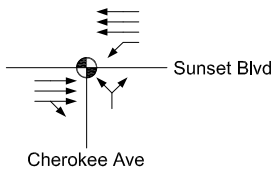
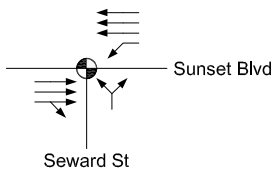
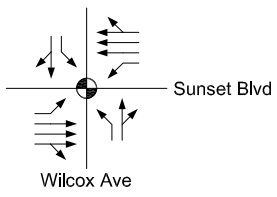
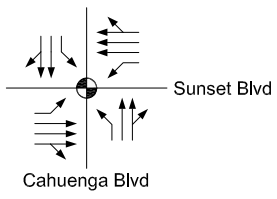
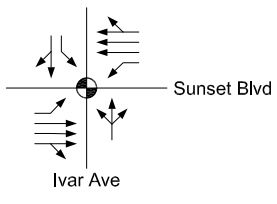
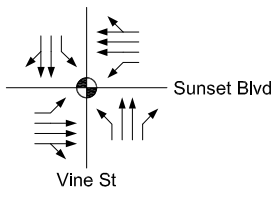
LEGEND

Traffic Signal

	EXISTING CONDITIONS	FUTURE CONDITIONS
49. US-101 NB Ramps / Van Ness Ave & Hollywood Blvd		Same as Existing Conditions
50. Wilton Pl & Hollywood Blvd		Same as Existing Conditions
51. Western Ave & Hollywood Blvd		Same as Existing Conditions
52. La Brea Ave & Hawthorn Ave (N)		Same as Existing Conditions
53. La Brea Ave & Hawthorn Ave (S)		Same as Existing Conditions
54. Highland Ave & Selma Ave		Same as Existing Conditions
55. Wilcox Ave & Selma Ave		Same as Existing Conditions
56. Caheuenga Blvd & Selma Ave		Same as Existing Conditions
57. Vine St & Selma Ave		Same as Existing Conditions
58. Crescent Heights Blvd & Sunset Blvd		Same as Existing Conditions
59. Fairfax Ave & Sunset Blvd		Same as Existing Conditions
60. Gardner St & Sunset Blvd		Same as Existing Conditions

LEGEND

Traffic Signal

	EXISTING CONDITIONS	FUTURE CONDITIONS
61. Poinsettia Pl (W) & Sunset Blvd		Same as Existing Conditions
62. Poinsettia Pl (E) & Sunset Blvd		Same as Existing Conditions
63. La Brea Ave & Sunset Blvd		Same as Existing Conditions
64. Orange Dr & Sunset Blvd		Same as Existing Conditions
65. Highland Ave & Sunset Blvd		Same as Existing Conditions
66. Las Palmas Ave & Sunset Blvd		
67. Cherokee Ave & Sunset Blvd		Same as Existing Conditions
68. Seward St & Sunset Blvd		Same as Existing Conditions
69. Wilcox Ave & Sunset Blvd		Same as Existing Conditions
70. Cahuenga Blvd & Sunset Blvd		Same as Existing Conditions
71. Ivar Ave & Sunset Blvd		Same as Existing Conditions
72. Vine St & Sunset Blvd		Same as Existing Conditions

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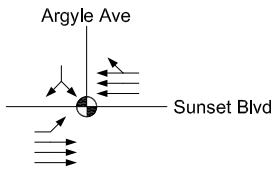
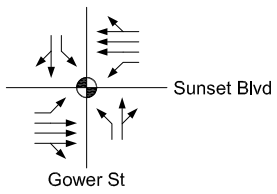
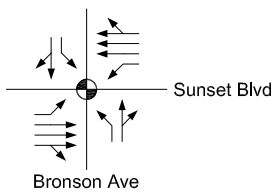
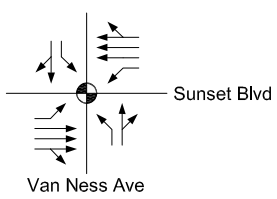
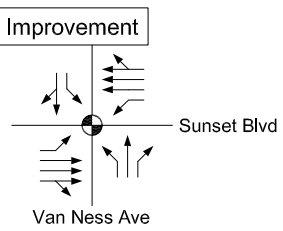
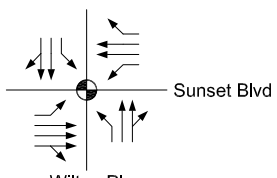
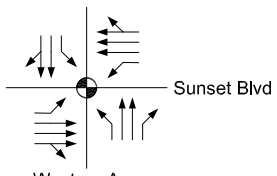
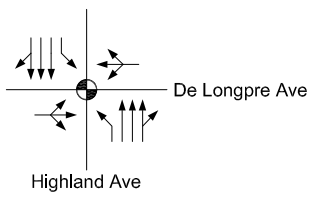
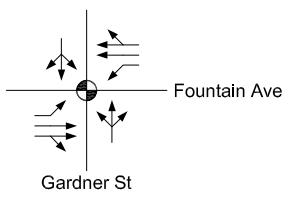
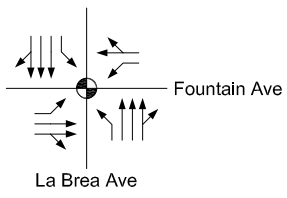
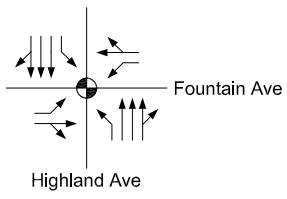
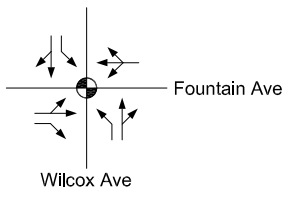
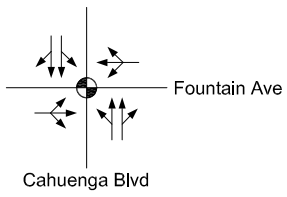
Traffic Signal

	EXISTING CONDITIONS	FUTURE CONDITIONS
73. Argyle Ave & Sunset Blvd		Same as Existing Conditions
74. Gower St & Sunset Blvd		Same as Existing Conditions
75. Bronson Ave & Sunset Blvd		Same as Existing Conditions
76. Van Ness Ave & Sunset Blvd		Future Roadway Improvement 
77. Wilton Pl & Sunset Blvd		Same as Existing Conditions
78. Western Ave & Sunset Blvd		Same as Existing Conditions
79. Highland Ave & De Longpre Ave		Same as Existing Conditions
80. Gardner St & Fountain Ave		Same as Existing Conditions
81. La Brea Ave & Fountain Ave		Same as Existing Conditions
82. Highland Ave & Fountain Ave		Same as Existing Conditions
83. Wilcox Ave & Fountain Ave		Same as Existing Conditions
84. Cahuenga Blvd & Fountain Ave		Same as Existing Conditions

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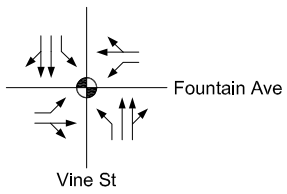
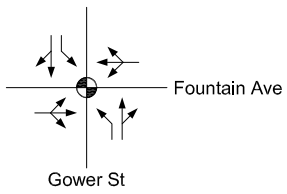
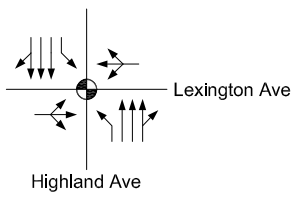
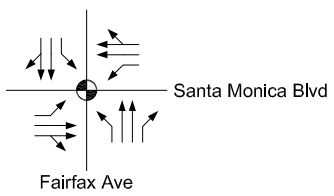
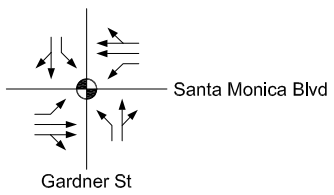
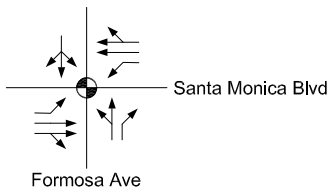
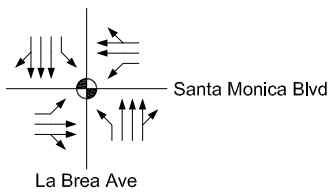
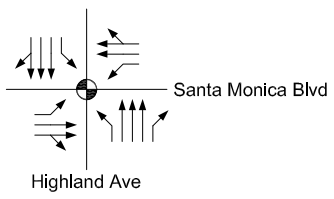
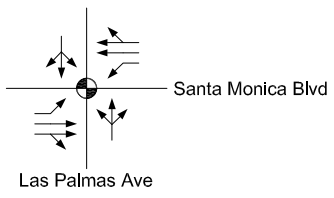
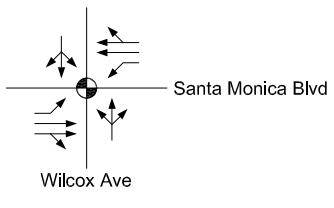
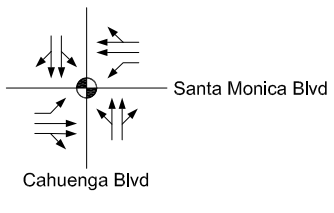
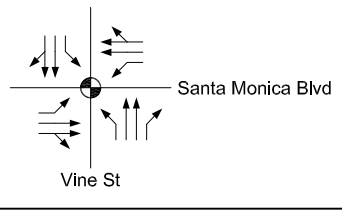
Traffic Signal

	EXISTING CONDITIONS	FUTURE CONDITIONS
85. Vine St & Fountain Ave		Same as Existing Conditions
86. Gower St & Fountain Ave		Same as Existing Conditions
87. Highland Ave & Lexington Ave		Same as Existing Conditions
88. Fairfax Ave & Santa Monica Blvd		Same as Existing Conditions
89. Gardner St & Santa Monica Blvd		Same as Existing Conditions
90. Formosa Ave & Santa Monica Blvd		Same as Existing Conditions
91. La Brea Ave & Santa Monica Blvd		Same as Existing Conditions
92. Highland Ave & Santa Monica Blvd		Same as Existing Conditions
93. Las Palmas Ave & Santa Monica Blvd		Same as Existing Conditions
94. Wilcox Ave & Santa Monica Blvd		Same as Existing Conditions
95. Cahuenga Blvd & Santa Monica Blvd		Same as Existing Conditions
96. Vine St & Santa Monica Blvd		Same as Existing Conditions

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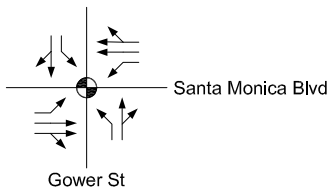
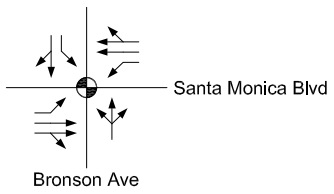
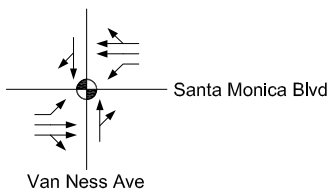
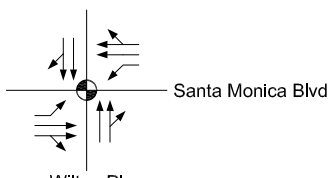
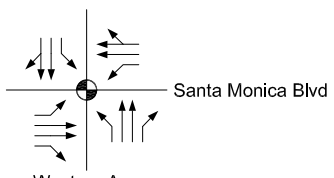
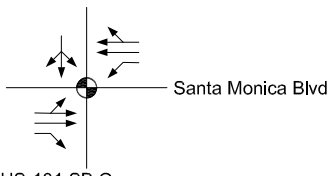
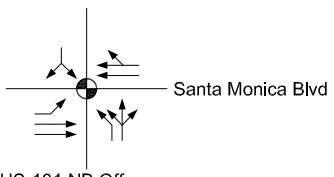
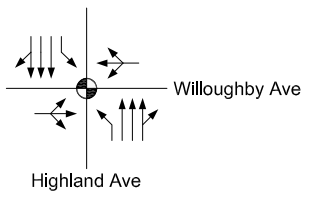
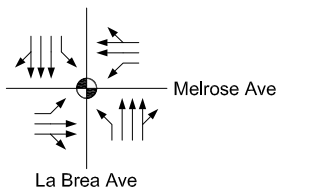
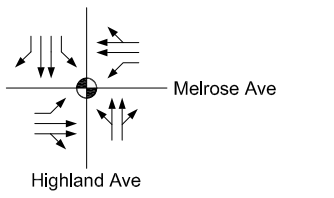
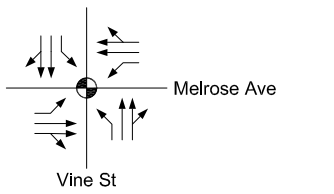
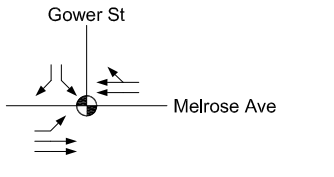
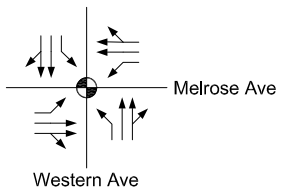
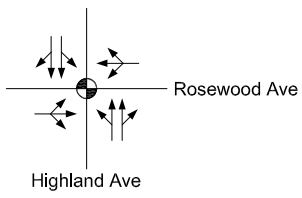
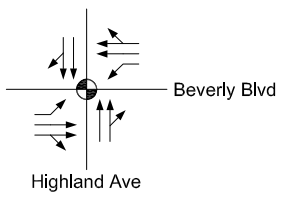
● Traffic Signal

	EXISTING CONDITIONS	FUTURE CONDITIONS
97. Gower St & Santa Monica Blvd		Same as Existing Conditions
98. Bronson Ave & Santa Monica Blvd		Same as Existing Conditions
99. Van Ness Ave & Santa Monica Blvd		Same as Existing Conditions
100. Wilton Pl & Santa Monica Blvd		Same as Existing Conditions
101. Western Ave & Santa Monica Blvd		Same as Existing Conditions
102. US-101 SB On-ramp & Santa Monica Blvd		Same as Existing Conditions
103. US-101 NB Off-ramp & Santa Monica Blvd		Same as Existing Conditions
104. Highland Ave & Willoughby Ave		Same as Existing Conditions
105. La Brea Ave & Melrose Ave		Same as Existing Conditions
106. Highland Ave & Melrose Ave		Same as Existing Conditions
107. Vine St & Melrose Ave		Same as Existing Conditions
108. Gower St & Melrose Ave		Same as Existing Conditions

LEGEND

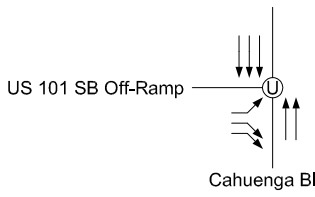
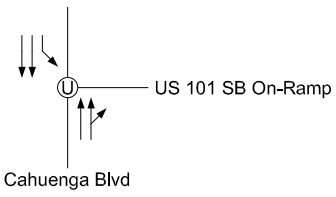
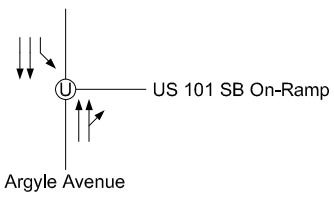
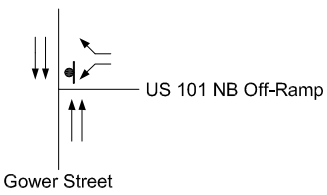
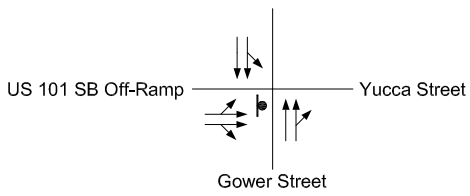
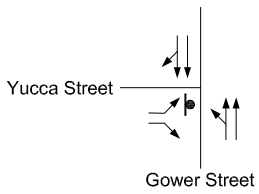
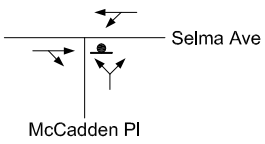
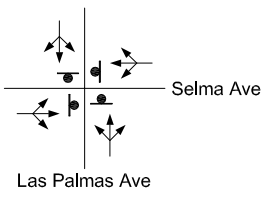
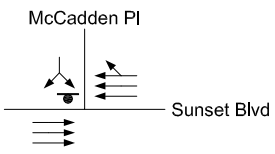
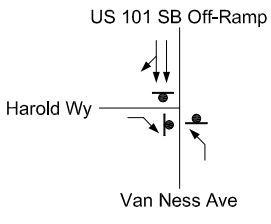
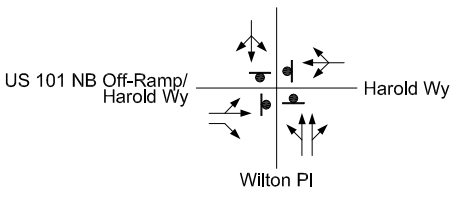
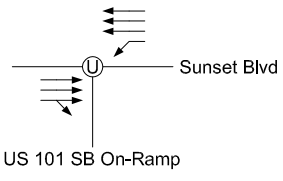
Traffic Signal

	EXISTING CONDITIONS	FUTURE CONDITIONS
109. Western Ave & Melrose Ave		Same as Existing Conditions
110. Highland Ave & Rosewood Ave		Same as Existing Conditions
111. Highland Ave & Beverly Blvd		Same as Existing Conditions

LEGEND

Ⓤ Unsignalized

Stop Sign

	EXISTING CONDITIONS	FUTURE CONDITIONS
1. Cahuenga Blvd & US 101 SB Off-Ramp		Same as Existing Conditions
2. Cahuenga Blvd & US 101 SB On-Ramp		Same as Existing Conditions
3. Argyle Ave & US 101 SB On-Ramp		Same as Existing Conditions
4. Gower St & US 101 NB Off-Ramp		Same as Existing Conditions
5. Gower St & US 101 SB Off-Ramp / Yucca St		Same as Existing Conditions
6. Gower St & Yucca St		Same as Existing Conditions
7. McCadden Pl (West) & Selma Ave		Same as Existing Conditions
8. Las Palmas Ave & Selma Ave		Same as Existing Conditions
9. McCadden Pl (East) & Sunset Blvd		Same as Existing Conditions
10. US 101 SB Off-Ramp / Van Ness Ave & Harold Way		Same as Existing Conditions
11. Wilton Pl & US 101 NB Off-Ramp / Harold Way		Same as Existing Conditions
12. US 101 SB On-Ramp & Sunset Blvd		Same as Existing Conditions

Appendix C

Traffic Counts

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

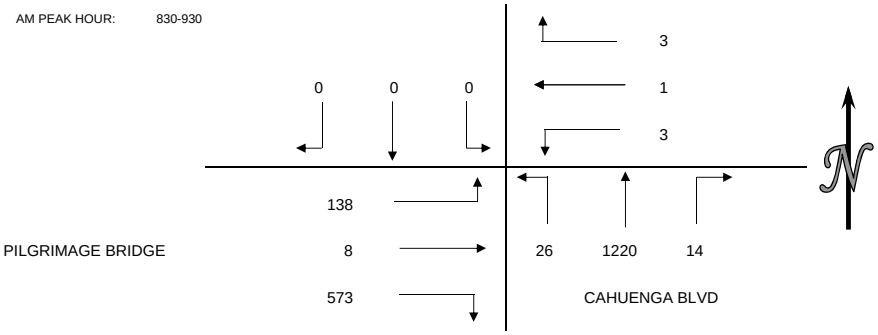
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BLVD
E/W PILGRIMAGE BRIDGE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	1	0	0	120	7	98	0	22	248
715-730	0	0	0	0	0	0	2	138	2	110	0	34	286
730-745	0	0	0	1	0	0	0	188	8	146	2	34	379
745-800	0	0	0	1	0	0	1	209	6	171	0	51	439
800-815	0	0	0	0	0	0	0	247	5	153	1	49	455
815-830	0	0	0	0	0	2	3	255	7	144	1	43	455
830-845	0	0	0	1	0	0	3	335	2	136	1	43	521
845-900	0	0	0	1	0	1	4	295	5	168	3	34	511
900-915	0	0	0	1	1	1	4	277	9	150	1	33	477
915-930	0	0	0	0	0	1	3	313	10	119	3	28	477
930-945	0	0	0	1	0	0	3	259	13	98	3	35	412
945-1000	0	0	0	0	0	3	5	266	6	87	6	56	429
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	2	1	0	3	655	23	525	2	141	1352
715-815	0	0	0	2	0	0	3	782	21	580	3	168	1559
730-830	0	0	0	2	0	2	4	899	26	614	4	177	1728
745-845	0	0	0	2	0	2	7	1046	20	604	3	186	1870
800-900	0	0	0	2	0	3	10	1132	19	601	6	169	1942
815-915	0	0	0	3	1	4	14	1162	23	598	6	153	1964
830-930	0	0	0	3	1	3	14	1220	26	573	8	138	1986
845-945	0	0	0	3	1	3	14	1144	37	535	10	130	1877
900-1000	0	0	0	2	1	5	15	1115	38	454	13	152	1795

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	1	0	0	1
730-830	0	1	0	0	1
745-845	0	1	0	0	1
800-900	0	1	0	0	1
815-915	0	1	0	0	1
830-930	0	1	0	0	1
845-945	0	2	0	0	2
900-1000	0	4	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	2	0	0	2
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	0	1	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	3	0	0	3
730-830	0	4	0	0	4
745-845	0	2	0	0	2
800-900	0	2	0	0	2
815-915	0	1	0	0	1
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	1	0	0	1

WILTEC

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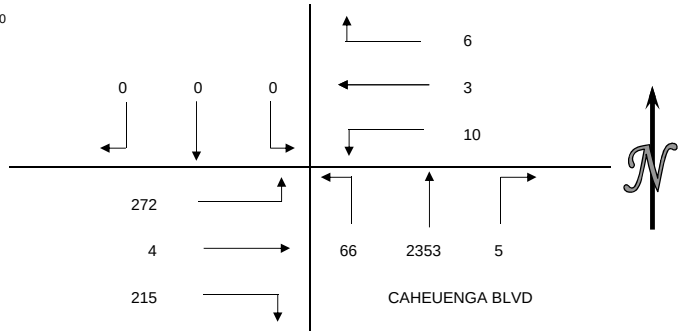
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHEUENGA BLVD
E/W PILGRIMAGE BRIDGE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	0	0	5	0	6	3	441	10	48	0	22	535
315-330	0	0	0	5	1	1	0	471	13	57	0	29	577
330-345	0	0	0	0	0	1	1	518	10	52	2	30	614
345-400	0	0	0	0	1	1	1	551	14	42	2	23	635
400-415	0	0	0	1	0	1	1	596	7	45	0	40	691
415-430	0	0	0	0	0	1	1	605	18	51	0	31	707
430-445	0	0	0	1	0	0	1	607	19	47	0	29	704
445-500	0	0	0	1	0	1	2	574	17	55	1	48	699
500-515	0	0	0	1	0	3	1	594	23	49	0	49	720
515-530	0	0	0	2	1	2	1	604	17	59	1	43	730
530-545	0	0	0	1	0	1	0	584	16	55	1	92	750
545-600	0	0	0	2	2	4	3	571	10	52	2	88	734
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	0	0	10	2	9	5	1981	47	199	4	104	2361
315-415	0	0	0	6	2	4	3	2136	44	196	4	122	2517
330-430	0	0	0	1	1	4	4	2270	49	190	4	124	2647
345-445	0	0	0	2	1	3	4	2359	58	185	2	123	2737
400-500	0	0	0	3	0	3	5	2382	61	198	1	148	2801
415-515	0	0	0	3	0	5	5	2380	77	202	1	157	2830
430-530	0	0	0	5	1	6	5	2379	76	210	2	169	2853
445-545	0	0	0	5	1	7	4	2356	73	218	3	232	2899
500-600	0	0	0	6	3	10	5	2353	66	215	4	272	2934

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	2	0	0	2
315-330	0	1	0	0	1
330-345	0	1	0	0	1
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	1	0	0	1
445-500	0	0	0	0	0
500-515	0	1	0	0	1
515-530	0	0	0	0	0
530-545	0	2	0	0	2
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	4	0	0	4
315-415	0	2	0	0	2
330-430	0	1	0	0	1
345-445	0	1	0	0	1
400-500	0	1	0	0	1
415-515	0	2	0	0	2
430-530	0	2	0	0	2
445-545	0	3	0	0	3
500-600	0	5	0	0	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	0	0	1
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	2	0	0	2
445-500	0	1	0	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	1	0	0	1
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	1	0	0	1
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	2	0	0	2
400-500	0	3	0	0	3
415-515	0	3	0	0	3
430-530	0	3	0	0	3
445-545	0	2	0	0	2
500-600	0	2	0	0	2

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND/CAHUENGA BLVD
E/W SB US 101 ON-RAMP
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	SB HIGHLAND					NB HIGHLAND			EB DVWY 1			EB HOLLYWOOD B	
PERIOD	1A	1B	2	3	3U	7	8	9	10A	11A	12A	10B	11B
700-715	2	0	780	11	0	35	351	1	0	0	0	0	0
715-730	1	0	701	8	1	40	413	2	0	0	0	0	2
730-745	0	1	627	17	1	46	475	0	0	0	0	0	0
745-800	3	2	547	10	0	37	483	3	1	0	0	0	1
800-815	0	2	557	18	0	28	512	3	0	0	0	0	3
815-830	1	0	575	29	1	46	540	2	0	0	0	0	1
830-845	1	0	560	23	0	38	608	1	0	0	0	0	0
845-900	0	0	519	24	0	41	598	3	0	0	0	1	1
900-915	2	2	545	26	5	40	584	3	1	0	0	0	1
915-930	1	0	585	18	2	51	559	3	0	0	0	1	0
930-945	1	1	538	30	1	47	521	3	0	0	0	0	1
945-1000	6	2	516	28	3	44	496	4	1	0	0	2	0
HOUR TOTALS	SB HIGHLAND					NB HIGHLAND			EB DVWY 1			EB HOLLYWOOD B	
PERIOD	1A	1B	2	3	3U	7	8	9	10A	11A	12A	10B	11B
700-800	6	3	2655	46	2	158	1722	6	1	0	0	0	3
715-815	4	5	2432	53	2	151	1883	8	1	0	0	0	6
730-830	4	5	2306	74	2	157	2010	8	1	0	0	0	5
745-845	5	4	2239	80	1	149	2143	9	1	0	0	0	5
800-900	2	2	2211	94	1	153	2258	9	0	0	0	1	5
815-915	4	2	2199	102	6	165	2330	9	1	0	0	1	3
830-930	4	2	2209	91	7	170	2349	10	1	0	0	2	2
845-945	4	3	2187	98	8	179	2262	12	1	0	0	2	3
900-1000	10	5	2184	102	11	182	2160	13	2	0	0	3	2

AM PEAK HOUR: 830-930

PLEASE SEE GRAPHIC BELOW

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	1	1
730-745	0	0	0	2	2
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	0	0	0	1	1
854-900	0	0	0	1	1
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	5	5
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	5	5
715-815	0	0	0	4	4
730-830	0	0	0	3	3
745-845	0	0	0	2	2
800-900	0	0	0	3	3
815-915	0	0	0	2	2
830-930	0	0	0	2	2
845-945	0	0	0	6	6
900-1000	0	0	0	5	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	3	3
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	0	0	0	1	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	4	4
715-815	0	0	0	5	5
730-830	0	0	0	2	2
745-845	0	0	0	2	2
800-900	0	0	0	2	2
815-915	0	0	0	1	1
830-930	0	0	0	1	1
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		THURSDAY MAY 28 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	HIGHLAND/CAHUENGA BLVD
	E/W	SB US 101 ON-RAMP
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	SB HIGHLAND					NB HIGHLAND			EB DVWY 1			EB HOLLYWOOD B	
PERIOD	1A	1B	2	3	3U	7	8	9	10A	11A	12A	10B	11B
300-315	3	0	543	26	4	32	598	3	0	1	1	2	2
315-330	11	0	539	15	2	57	611	5	0	0	0	1	1
330-345	8	0	587	41	2	56	550	4	0	1	0	6	6
345-400	2	1	507	37	3	42	612	6	0	0	1	3	3
400-415	3	0	467	23	2	36	660	6	0	0	3	1	1
415-430	4	1	712	41	2	21	659	5	0	0	0	2	2
430-445	4	1	691	40	8	22	566	2	0	0	0	1	1
445-500	2	0	604	35	2	38	674	5	0	1	0	2	2
500-515	2	0	612	23	1	37	570	3	0	0	0	3	3
515-530	0	1	647	57	5	37	551	2	0	0	0	1	1
530-545	1	0	676	51	3	24	637	1	0	0	1	1	1
545-600	1	1	540	31	0	36	639	1	0	0	0	0	0
HOUR TOTALS	SB HIGHLAND					NB HIGHLAND			EB DVWY 1			EB HOLLYWOOD B	
PERIOD	1A	1B	2	3	3U	7	8	9	10A	11A	12A	10B	11B
300-400	24	1	2176	119	11	187	2371	18	0	2	2	12	12
315-415	24	1	2100	116	9	191	2433	21	0	1	4	11	11
330-430	17	2	2273	142	9	155	2481	21	0	1	4	12	12
345-445	13	3	2377	141	15	121	2497	19	0	0	4	7	7
400-500	13	2	2474	139	14	117	2559	18	0	1	3	6	6
415-515	12	2	2619	139	13	118	2469	15	0	1	0	8	8
430-530	8	2	2554	155	16	134	2361	12	0	1	0	7	7
445-545	5	1	2539	166	11	136	2432	11	0	1	1	7	7
500-600	4	2	2475	162	9	134	2397	7	0	0	1	5	5

PM PEAK HOUR: 415-515

PLEASE SEE GRAPHIC BELOW

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	1	1
315-330	0	0	0	3	3
330-345	0	0	0	1	1
345-400	0	0	0	2	2
400-415	0	0	0	4	4
415-430	0	0	0	2	2
430-445	0	0	0	0	0
445-500	0	2	0	0	2
500-515	0	5	0	4	9
515-530	0	0	0	0	0
530-545	0	0	0	4	4
545-600	0	0	0	3	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	7	7
315-415	0	0	0	10	10
330-430	0	0	0	9	9
345-445	0	0	0	8	8
400-500	0	2	0	6	8
415-515	0	7	0	6	13
430-530	0	7	0	4	11
445-545	0	7	0	8	15
500-600	0	5	0	11	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	0	0	1
315-330	0	3	0	2	5
330-345	0	1	0	1	2
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	1	0	0	1
845-900	0	0	0	1	1
900-915	0	0	0	4	4
915-930	0	0	0	0	0
930-945	0	0	0	2	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	5	0	3	8
315-415	0	4	0	3	7
330-430	0	1	0	1	2
345-445	0	1	0	0	1
800-900	0	1	0	1	2
815-915	0	1	0	5	6
830-930	0	1	0	5	6
845-945	0	0	0	7	7
500-600	0	0	0	6	6

WILTEC

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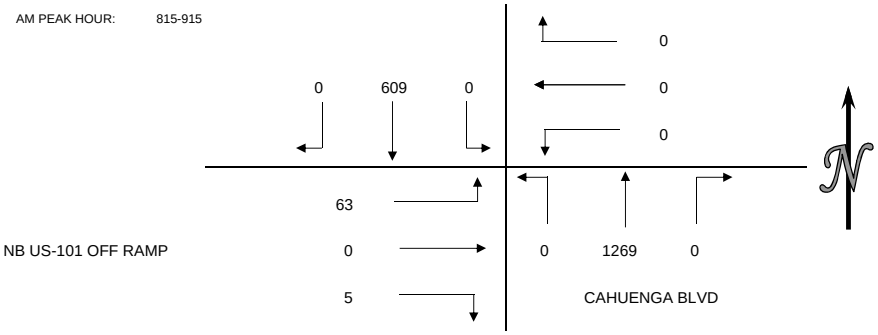
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BLVD
E/W NB US-101 OFF RAMP
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	88	0	0	0	0	0	109	0	2	0	3	202
715-730	0	110	0	0	0	0	0	165	0	0	0	2	277
730-745	0	135	0	0	0	0	0	195	0	0	0	4	334
745-800	0	188	0	0	0	0	0	207	0	0	0	1	396
800-815	0	151	0	0	0	0	0	224	0	1	0	3	379
815-830	0	154	0	0	0	0	0	308	0	3	0	2	467
830-845	0	136	0	0	0	0	0	293	0	1	0	6	436
845-900	0	155	0	0	0	0	0	318	0	1	0	27	501
900-915	0	164	0	0	0	0	0	350	0	0	0	28	542
915-930	0	114	0	0	0	0	0	285	0	1	0	22	422
930-945	0	91	0	0	0	0	0	252	0	1	0	7	351
945-1000	0	85	0	0	0	0	0	224	0	4	0	4	317
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	521	0	0	0	0	0	676	0	2	0	10	1209
715-815	0	584	0	0	0	0	0	791	0	1	0	10	1386
730-830	0	628	0	0	0	0	0	934	0	4	0	10	1576
745-845	0	629	0	0	0	0	0	1032	0	5	0	12	1678
800-900	0	596	0	0	0	0	0	1143	0	6	0	38	1783
815-915	0	609	0	0	0	0	0	1269	0	5	0	63	1946
830-930	0	569	0	0	0	0	0	1246	0	3	0	83	1901
845-945	0	524	0	0	0	0	0	1205	0	3	0	84	1816
900-1000	0	454	0	0	0	0	0	1111	0	6	0	61	1632

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	2	2
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	1	1
715-815	0	0	0	1	1
730-830	0	0	0	2	2
745-845	0	0	0	1	1
800-900	0	0	0	1	1
815-915	0	0	0	3	3
830-930	0	0	0	2	2
845-945	0	0	0	2	2
900-1000	0	0	0	2	2

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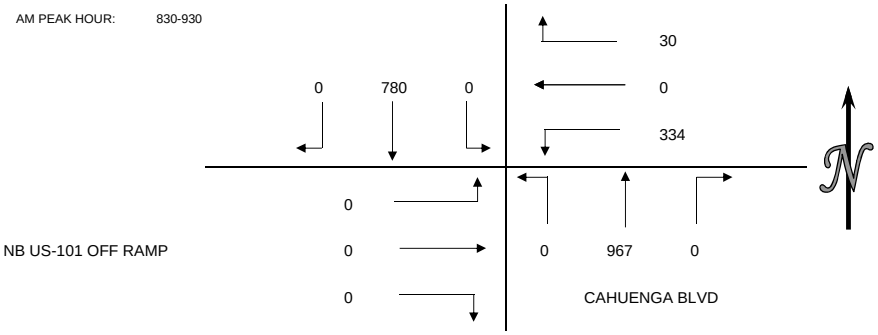
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BLVD
E/W NB US-101 OFF RAMP
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	114	0	3	0	50	0	108	0	0	0	0	275
715-730	0	118	0	2	0	63	0	107	0	0	0	0	290
730-745	0	178	0	3	0	72	0	138	0	0	0	0	391
745-800	0	189	0	3	0	98	0	168	0	0	0	0	458
800-815	0	190	0	7	0	80	0	205	0	0	0	0	482
815-830	0	184	0	6	0	97	0	222	0	0	0	0	509
830-845	0	180	0	12	0	88	0	265	0	0	0	0	545
845-900	0	213	0	9	0	87	0	228	0	0	0	0	537
900-915	0	185	0	2	0	90	0	230	0	0	0	0	507
915-930	0	202	0	7	0	69	0	244	0	0	0	0	522
930-945	0	178	0	11	0	71	0	215	0	0	0	0	475
945-1000	0	183	0	12	0	88	0	218	0	0	0	0	501
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	599	0	11	0	283	0	521	0	0	0	0	1414
715-815	0	675	0	15	0	313	0	618	0	0	0	0	1621
730-830	0	741	0	19	0	347	0	733	0	0	0	0	1840
745-845	0	743	0	28	0	363	0	860	0	0	0	0	1994
800-900	0	767	0	34	0	352	0	920	0	0	0	0	2073
815-915	0	762	0	29	0	362	0	945	0	0	0	0	2098
830-930	0	780	0	30	0	334	0	967	0	0	0	0	2111
845-945	0	778	0	29	0	317	0	917	0	0	0	0	2041
900-1000	0	748	0	32	0	318	0	907	0	0	0	0	2005

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	0	2
715-730	2	0	0	0	2
730-745	0	3	0	0	3
745-800	0	4	0	0	4
800-815	0	2	0	0	2
815-830	1	2	0	0	3
830-845	2	1	0	0	3
854-900	2	4	0	0	6
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	9	0	0	11
715-815	2	9	0	0	11
730-830	1	11	0	0	12
745-845	3	9	0	0	12
800-900	5	9	0	0	14
815-915	5	8	0	0	13
830-930	4	6	0	0	10
845-945	2	6	0	0	8
900-1000	0	3	0	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	2	0	0	2
800-815	0	0	0	0	0
815-830	0	1	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	0	0	3
715-815	0	3	0	0	3
730-830	0	4	0	0	4
745-845	0	3	0	0	3
800-900	0	1	0	0	1
815-915	0	1	0	0	1
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	1	0	0	1

WILTEC

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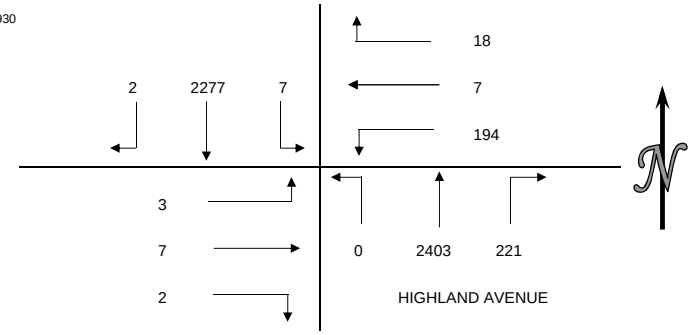
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W ODIN STREET
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	711	2	0	5	41	24	377	0	0	2	1	1163
715-730	0	682	3	4	3	37	36	423	0	0	3	0	1191
730-745	0	625	1	2	0	37	53	514	0	0	1	1	1234
745-800	0	588	3	4	4	50	46	497	0	0	0	2	1194
800-815	0	570	3	5	3	46	42	585	0	0	1	0	1255
815-830	0	525	6	3	1	48	57	572	0	1	1	0	1214
830-845	0	529	2	1	1	57	60	626	0	0	0	0	1276
845-900	1	570	1	4	3	59	50	600	0	0	1	1	1290
900-915	1	608	2	8	2	35	58	622	0	2	6	0	1344
915-930	0	570	2	5	1	43	53	555	0	0	0	2	1231
930-945	0	541	4	9	3	62	54	584	0	0	0	0	1257
945-1000	0	497	4	4	3	52	50	521	0	2	0	1	1134
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	2606	9	10	12	165	159	1811	0	0	6	4	4782
715-815	0	2465	10	15	10	170	177	2019	0	0	5	3	4874
730-830	0	2308	13	14	8	181	198	2168	0	1	3	3	4897
745-845	0	2212	14	13	9	201	205	2280	0	1	2	2	4939
800-900	1	2194	12	13	8	210	209	2383	0	1	3	1	5035
815-915	2	2232	11	16	7	199	225	2420	0	3	8	1	5124
830-930	2	2277	7	18	7	194	221	2403	0	2	7	3	5141
845-945	2	2289	9	26	9	199	215	2361	0	2	7	3	5122
900-1000	1	2216	12	26	9	192	215	2282	0	4	6	3	4966

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	4	4
715-730	0	0	0	2	2
730-745	0	0	0	2	2
745-800	0	0	0	2	2
800-815	0	0	0	1	1
815-830	0	1	0	0	1
830-845	0	0	0	2	2
854-900	0	0	0	1	1
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	5	5
945-1000	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	10	10
715-815	0	0	0	7	7
730-830	0	1	0	5	6
745-845	0	1	0	5	6
800-900	0	1	0	4	5
815-915	0	1	0	3	4
830-930	0	0	0	3	3
845-945	0	0	0	6	6
900-1000	0	0	0	7	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	0	0	0	1	1
845-900	1	0	0	2	3
900-915	0	0	1	0	1
915-930	0	1	0	0	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	2	2
715-815	0	0	0	3	3
730-830	0	0	0	2	2
745-845	0	0	0	2	2
800-900	1	0	0	4	5
815-915	1	0	1	3	5
830-930	1	1	1	3	6
845-945	1	1	1	2	5
900-1000	0	1	1	0	2

WILTEC

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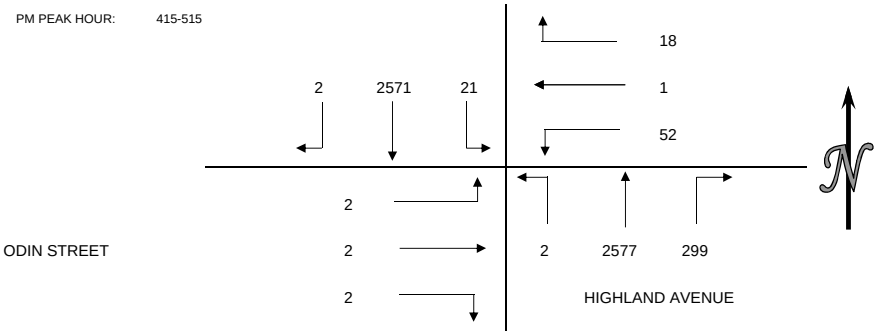
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 3:00PM TO 6:00PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W ODIN STREET
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	1	534	5	6	3	49	51	648	1	2	1	0	1301
315-330	0	537	6	10	3	54	59	586	0	0	0	0	1255
330-345	1	578	10	9	0	46	87	674	0	1	1	0	1407
345-400	0	505	5	7	1	25	46	640	0	0	0	1	1230
400-415	0	572	3	9	0	26	66	678	0	0	0	1	1355
415-430	0	633	3	5	1	15	65	618	1	0	1	0	1342
430-445	1	686	7	4	0	11	69	666	0	1	1	2	1448
445-500	0	594	5	4	0	11	74	628	0	1	0	0	1317
500-515	1	658	6	5	0	15	91	665	1	0	0	0	1442
515-530	0	584	24	12	0	16	76	607	0	3	0	0	1322
530-545	0	644	11	3	0	11	72	652	0	0	0	0	1393
545-600	1	535	6	5	1	11	57	637	0	0	1	0	1254
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	2	2154	26	32	7	174	243	2548	1	3	2	1	5193
315-415	1	2192	24	35	4	151	258	2578	0	1	1	2	5247
330-430	1	2288	21	30	2	112	264	2610	1	1	2	2	5334
345-445	1	2396	18	25	2	77	246	2602	1	1	2	4	5375
400-500	1	2485	18	22	1	63	274	2590	1	2	2	3	5462
415-515	2	2571	21	18	1	52	299	2577	2	2	2	2	5549
430-530	2	2522	42	25	0	53	310	2566	1	5	1	2	5529
445-545	1	2480	46	24	0	53	313	2552	1	4	0	0	5474
500-600	2	2421	47	25	1	53	296	2561	1	3	1	0	5411

PM PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	2	2
315-330	0	2	0	6	8
330-345	0	6	0	5	11
345-400	0	0	0	4	4
400-415	0	0	0	3	3
415-430	0	0	0	4	4
430-445	0	0	0	4	4
445-500	0	2	0	0	2
500-515	0	2	0	3	5
515-530	0	7	0	1	8
530-545	0	0	0	3	3
545-600	1	1	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	8	0	17	25
315-415	0	8	0	18	26
330-430	0	6	0	16	22
345-445	0	0	0	15	15
400-500	0	2	0	11	13
415-515	0	4	0	11	15
430-530	0	11	0	8	19
445-545	0	11	0	7	18
500-600	1	10	0	8	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	0	0	1
315-330	0	3	0	1	4
330-345	0	1	0	1	2
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	1	1
515-530	0	0	1	0	1
530-545	0	0	0	1	1
545-600	1	0	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	5	0	2	7
315-415	0	4	0	2	6
330-430	0	1	0	1	2
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	1	1
430-530	0	0	1	1	2
445-545	0	0	1	2	3
500-600	1	0	2	3	6

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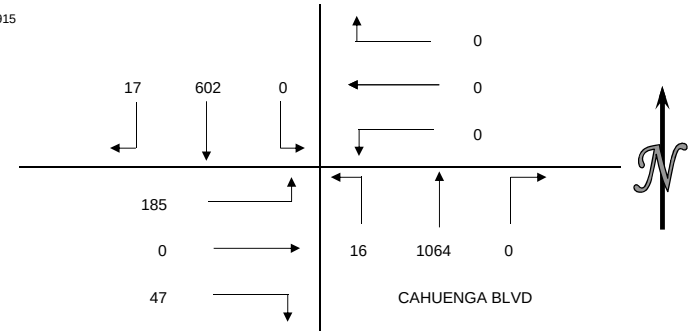
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BLVD
E/W ODIN STREET
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	5	80	0	0	0	0	0	93	2	8	0	18	206
715-730	1	121	0	0	0	0	0	125	7	6	0	32	292
730-745	3	118	0	0	0	0	0	139	0	2	0	49	311
745-800	4	195	0	0	0	0	0	165	1	7	0	47	419
800-815	5	138	0	0	0	0	0	204	1	8	0	37	393
815-830	4	154	0	0	0	0	0	233	1	14	0	51	457
830-845	3	143	0	0	0	0	0	265	4	10	0	50	475
845-900	4	151	0	0	0	0	0	293	5	9	0	43	505
900-915	6	154	0	0	0	0	0	273	6	14	0	41	494
915-930	3	110	0	0	0	0	0	257	2	15	0	44	431
930-945	1	96	0	0	0	0	0	228	3	11	0	54	393
945-1000	2	82	0	0	0	0	0	182	6	11	0	40	323
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	13	514	0	0	0	0	0	522	10	23	0	146	1228
715-815	13	572	0	0	0	0	0	633	9	23	0	165	1415
730-830	16	605	0	0	0	0	0	741	3	31	0	184	1580
745-845	16	630	0	0	0	0	0	867	7	39	0	185	1744
800-900	16	586	0	0	0	0	0	995	11	41	0	181	1830
815-915	17	602	0	0	0	0	0	1064	16	47	0	185	1931
830-930	16	558	0	0	0	0	0	1088	17	48	0	178	1905
845-945	14	511	0	0	0	0	0	1051	16	49	0	182	1823
900-1000	12	442	0	0	0	0	0	940	17	51	0	179	1641

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	0	0	1	0	1
854-900	0	0	2	0	2
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	2	0	2
730-830	0	0	1	0	1
745-845	0	0	2	0	2
800-900	0	0	4	0	4
815-915	0	0	3	0	3
830-930	0	0	3	0	3
845-945	0	0	2	0	2
900-1000	0	0	2	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	0	1	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	0	0	0	1	1
900-915	0	0	0	2	2
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	1	2
715-815	0	1	0	1	2
730-830	0	1	0	2	3
745-845	0	0	0	1	1
800-900	0	0	0	2	2
815-915	0	0	0	4	4
830-930	0	0	0	3	3
845-945	0	0	0	3	3
900-1000	0	0	0	2	2

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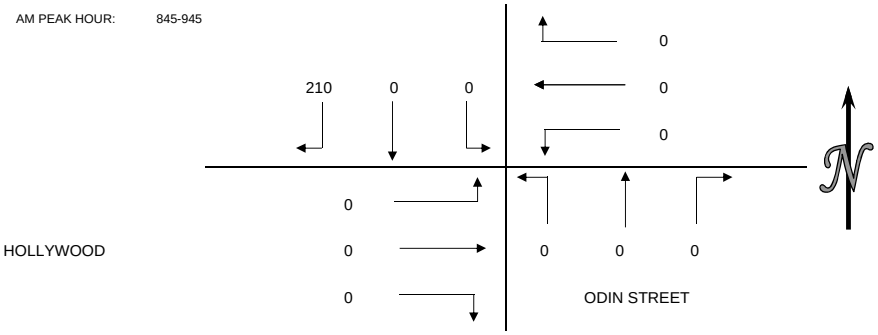
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S NB US-101 OFF-RAMP
E/W ODIN STREET
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	35	0	0	0	0	0	0	0	0	0	0	0	35
715-730	34	0	0	0	0	0	0	0	0	0	0	0	34
730-745	42	0	0	0	0	0	0	0	0	0	0	0	42
745-800	59	0	0	0	0	0	0	0	0	0	0	0	59
800-815	47	0	0	0	0	0	0	0	0	0	0	0	47
815-830	47	0	0	0	0	0	0	0	0	0	0	0	47
830-845	51	0	0	0	0	0	0	0	0	0	0	0	51
845-900	52	0	0	0	0	0	0	0	0	0	0	0	52
900-915	43	0	0	0	0	0	0	0	0	0	0	0	43
915-930	53	0	0	0	0	0	0	0	0	0	0	0	53
930-945	62	0	0	0	0	0	0	0	0	0	0	0	62
945-1000	48	0	0	0	0	0	0	0	0	0	0	0	48
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	170	0	0	0	0	0	0	0	0	0	0	0	170
715-815	182	0	0	0	0	0	0	0	0	0	0	0	182
730-830	195	0	0	0	0	0	0	0	0	0	0	0	195
745-845	204	0	0	0	0	0	0	0	0	0	0	0	204
800-900	197	0	0	0	0	0	0	0	0	0	0	0	197
815-915	193	0	0	0	0	0	0	0	0	0	0	0	193
830-930	199	0	0	0	0	0	0	0	0	0	0	0	199
845-945	210	0	0	0	0	0	0	0	0	0	0	0	210
900-1000	206	0	0	0	0	0	0	0	0	0	0	0	206

AM PEAK HOUR: 845-945



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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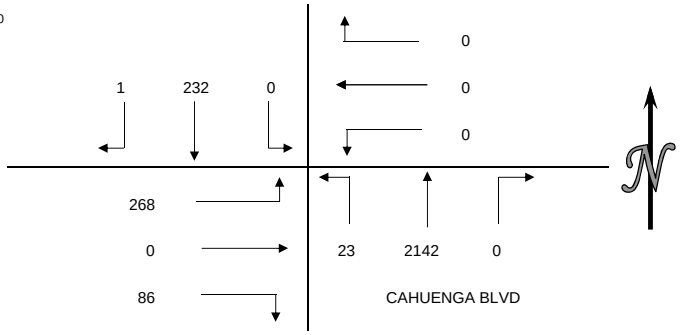
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BLVD
E/W ODIN STREET
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	3	45	0	0	0	0	0	387	12	17	0	38	502
315-330	2	64	0	0	0	0	0	437	10	14	0	58	585
330-345	2	50	0	0	0	0	0	475	9	23	0	64	623
345-400	4	50	0	0	0	0	0	526	4	15	0	42	641
400-415	0	49	0	0	0	0	0	501	6	8	0	57	621
415-430	0	50	0	0	0	0	0	554	5	12	0	52	673
430-445	0	56	0	0	0	0	0	527	8	19	0	66	676
445-500	0	49	0	0	0	0	0	551	5	9	0	58	672
500-515	0	46	0	0	0	0	0	506	6	19	0	88	665
515-530	0	58	0	0	0	0	0	494	8	32	0	69	661
530-545	0	70	0	0	0	0	0	543	7	18	0	61	699
545-600	1	58	0	0	0	0	0	599	2	17	0	50	727
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	11	209	0	0	0	0	0	1825	35	69	0	202	2351
315-415	8	213	0	0	0	0	0	1939	29	60	0	221	2470
330-430	6	199	0	0	0	0	0	2056	24	58	0	215	2558
345-445	4	205	0	0	0	0	0	2108	23	54	0	217	2611
400-500	0	204	0	0	0	0	0	2133	24	48	0	233	2642
415-515	0	201	0	0	0	0	0	2138	24	59	0	264	2686
430-530	0	209	0	0	0	0	0	2078	27	79	0	281	2674
445-545	0	223	0	0	0	0	0	2094	26	78	0	276	2697
500-600	1	232	0	0	0	0	0	2142	23	86	0	268	2752

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	2	0	2
330-345	0	0	3	0	3
345-400	0	0	0	0	0
400-415	0	0	1	0	1
415-430	0	0	1	0	1
430-445	0	0	1	0	1
445-500	0	0	5	0	5
500-515	0	0	4	0	4
515-530	0	0	4	0	4
530-545	0	0	2	0	2
545-600	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	5	0	5
315-415	0	0	6	0	6
330-430	0	0	5	0	5
345-445	0	0	3	0	3
400-500	0	0	8	0	8
415-515	0	0	11	0	11
430-530	0	0	14	0	14
445-545	0	0	15	0	15
500-600	0	0	12	0	12

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	1	0	1
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	1	0	1
445-500	0	0	0	1	1
500-515	0	0	1	0	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	1	0	1
315-415	0	0	1	0	1
330-430	0	0	1	0	1
345-445	0	0	1	0	1
400-500	0	0	1	1	2
415-515	0	0	2	1	3
430-530	0	0	2	1	3
445-545	0	0	1	1	2
500-600	0	0	1	0	1

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

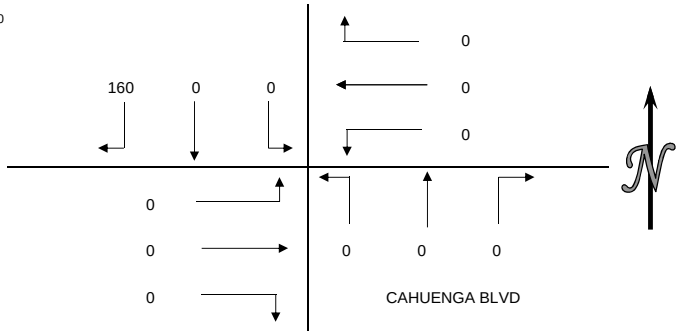
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		THURSDAY MAY 28 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	NB US-101 OFF-RAMP
	E/W	ODIN STREET
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	44	0	0	0	0	0	0	0	0	0	0	0	44
315-330	49	0	0	0	0	0	0	0	0	0	0	0	49
330-345	38	0	0	0	0	0	0	0	0	0	0	0	38
345-400	29	0	0	0	0	0	0	0	0	0	0	0	29
400-415	28	0	0	0	0	0	0	0	0	0	0	0	28
415-430	17	0	0	0	0	0	0	0	0	0	0	0	17
430-445	11	0	0	0	0	0	0	0	0	0	0	0	11
445-500	11	0	0	0	0	0	0	0	0	0	0	0	11
500-515	18	0	0	0	0	0	0	0	0	0	0	0	18
515-530	14	0	0	0	0	0	0	0	0	0	0	0	14
530-545	9	0	0	0	0	0	0	0	0	0	0	0	9
545-600	15	0	0	0	0	0	0	0	0	0	0	0	15
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	160	0	0	0	0	0	0	0	0	0	0	0	160
315-415	144	0	0	0	0	0	0	0	0	0	0	0	144
330-430	112	0	0	0	0	0	0	0	0	0	0	0	112
345-445	85	0	0	0	0	0	0	0	0	0	0	0	85
400-500	67	0	0	0	0	0	0	0	0	0	0	0	67
415-515	57	0	0	0	0	0	0	0	0	0	0	0	57
430-530	54	0	0	0	0	0	0	0	0	0	0	0	54
445-545	52	0	0	0	0	0	0	0	0	0	0	0	52
500-600	56	0	0	0	0	0	0	0	0	0	0	0	56

PM PEAK HOUR: 300-400



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	0	0
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	0	0
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

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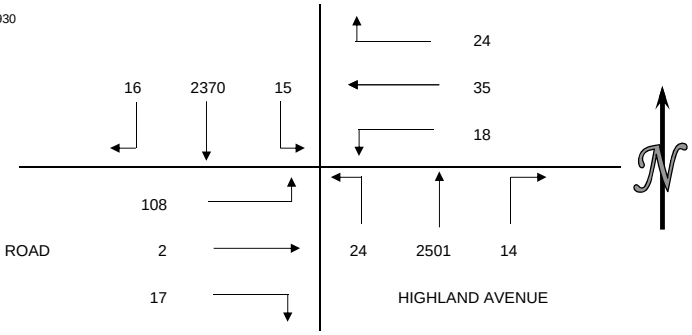
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W CAMROSE DR. / MILNER ROAD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	770	2	1	4	0	1	362	4	1	1	8	1160
715-730	4	704	1	1	4	3	2	466	5	3	0	12	1205
730-745	4	607	3	2	6	5	6	504	5	5	0	15	1162
745-800	4	604	3	4	13	3	3	547	2	2	1	12	1198
800-815	2	593	2	2	5	7	1	521	4	3	1	11	1152
815-830	2	621	2	3	5	1	0	632	5	5	2	16	1294
830-845	2	568	4	6	7	2	1	617	6	2	0	30	1245
845-900	3	587	3	4	9	6	5	651	7	5	0	40	1320
900-915	4	588	7	5	10	7	4	621	5	5	1	18	1275
915-930	7	627	1	9	9	3	4	612	6	5	1	20	1304
930-945	2	581	3	1	8	4	1	556	1	5	0	18	1180
945-1000	12	596	8	5	8	4	3	546	5	7	0	21	1215
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	18	2685	9	8	27	11	12	1879	16	11	2	47	4725
715-815	14	2508	9	9	28	18	12	2038	16	13	2	50	4717
730-830	12	2425	10	11	29	16	10	2204	16	15	4	54	4806
745-845	10	2386	11	15	30	13	5	2317	17	12	4	69	4889
800-900	9	2369	11	15	26	16	7	2421	22	15	3	97	5011
815-915	11	2364	16	18	31	16	10	2521	23	17	3	104	5134
830-930	16	2370	15	24	35	18	14	2501	24	17	2	108	5144
845-945	16	2383	14	19	36	20	14	2440	19	20	2	96	5079
900-1000	25	2392	19	20	35	18	12	2335	17	22	2	77	4974

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	2	3	6
715-730	0	0	1	1	2
730-745	0	0	2	1	3
745-800	1	0	0	1	2
800-815	0	0	4	1	5
815-830	0	1	1	0	2
830-845	2	0	3	3	8
854-900	0	0	2	0	2
900-915	2	0	1	0	3
915-930	0	0	0	0	0
930-945	2	2	0	1	5
945-1000	5	1	3	1	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	5	6	13
715-815	1	0	7	4	12
730-830	1	1	7	3	12
745-845	3	1	8	5	17
800-900	2	1	10	4	17
815-915	4	1	7	3	15
830-930	4	0	6	3	13
845-945	4	2	3	1	10
900-1000	9	3	4	2	18

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	1	3	4
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	1	1
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	1	1
715-815	0	0	1	4	5
730-830	0	0	1	4	5
745-845	0	0	1	3	4
800-900	0	0	1	4	5
815-915	0	0	0	1	1
830-930	0	0	0	1	1
845-945	0	0	0	1	1
900-1000	0	0	0	0	0

WILTEC

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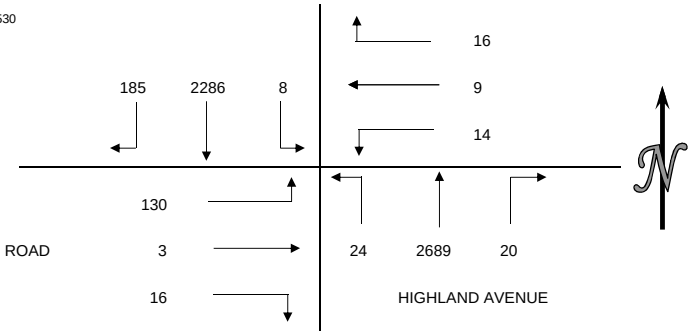
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W CAMROSE DR. / MILNER ROAD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	22	543	5	2	2	2	4	590	10	16	0	31	1227
315-330	28	560	0	9	1	0	6	617	8	7	0	32	1268
330-345	27	573	4	3	1	5	6	659	4	8	1	44	1335
345-400	17	511	3	3	1	3	4	652	6	4	1	27	1232
400-415	22	571	0	6	1	8	5	666	9	3	4	27	1322
415-430	32	585	2	2	5	2	1	646	10	8	1	19	1313
430-445	32	570	4	3	4	1	6	647	4	2	2	30	1305
445-500	48	563	3	5	1	3	3	673	8	6	1	42	1356
500-515	57	570	1	5	2	9	3	683	4	4	0	25	1363
515-530	48	583	0	3	2	1	8	686	8	4	0	33	1376
530-545	24	565	5	1	1	0	1	640	1	1	0	11	1250
545-600	18	545	4	3	1	2	3	634	1	2	0	20	1233
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	94	2187	12	17	5	10	20	2518	28	35	2	134	5062
315-415	94	2215	7	21	4	16	21	2594	27	22	6	130	5157
330-430	98	2240	9	14	8	18	16	2623	29	23	7	117	5202
345-445	103	2237	9	14	11	14	16	2611	29	17	8	103	5172
400-500	134	2289	9	16	11	14	15	2632	31	19	8	118	5296
415-515	169	2288	10	15	12	15	13	2649	26	20	4	116	5337
430-530	185	2286	8	16	9	14	20	2689	24	16	3	130	5400
445-545	177	2281	9	14	6	13	15	2682	21	15	1	111	5345
500-600	147	2263	10	12	6	12	15	2643	14	11	0	89	5222

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	0	0	1
315-330	1	1	0	4	6
330-345	5	3	2	0	10
345-400	0	0	1	1	2
400-415	0	0	2	1	3
415-430	2	0	0	1	3
430-445	3	1	0	1	5
445-500	2	0	9	1	12
500-515	0	7	3	0	10
515-530	3	0	0	3	6
530-545	0	0	2	1	3
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	7	4	3	5	19
315-415	6	4	5	6	21
330-430	7	3	5	3	18
345-445	5	1	3	4	13
400-500	7	1	11	4	23
415-515	7	8	12	3	30
430-530	8	8	12	5	33
445-545	5	7	14	5	31
500-600	3	7	5	5	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	2	0	2	4
330-345	0	1	1	1	3
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	3	3
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	3	1	3	7
315-415	0	3	1	3	7
330-430	0	1	1	1	3
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	3	3
430-530	0	0	0	3	3
445-545	0	0	0	3	3
500-600	0	0	0	3	3

WILTEC

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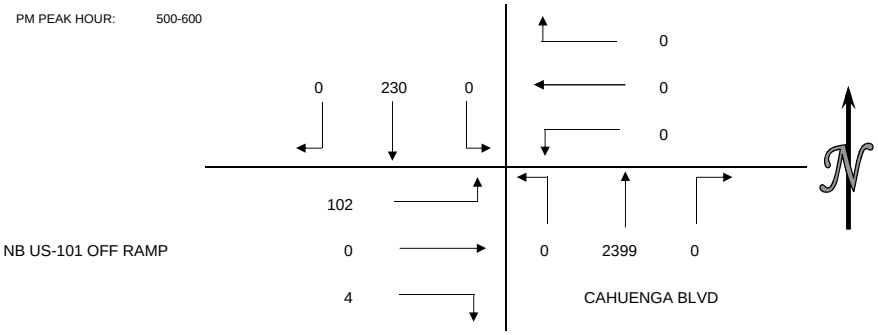
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 28 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BLVD
E/W NB US-101 OFF RAMP
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	42	0	0	0	0	0	425	0	3	0	16	486
315-330	0	67	0	0	0	0	0	500	0	1	0	16	584
330-345	0	51	0	0	0	0	0	505	0	1	0	21	578
345-400	0	48	0	0	0	0	0	546	0	4	0	30	628
400-415	0	47	0	0	0	0	0	545	0	0	0	32	624
415-430	0	53	0	0	0	0	0	613	0	1	0	26	693
430-445	0	52	0	0	0	0	0	588	0	0	0	34	674
445-500	0	54	0	0	0	0	0	593	0	1	0	30	678
500-515	0	43	0	0	0	0	0	566	0	2	0	33	644
515-530	0	60	0	0	0	0	0	591	0	0	0	37	688
530-545	0	61	0	0	0	0	0	593	0	1	0	26	681
545-600	0	66	0	0	0	0	0	649	0	1	0	6	722
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	208	0	0	0	0	0	1976	0	9	0	83	2276
315-415	0	213	0	0	0	0	0	2096	0	6	0	99	2414
330-430	0	199	0	0	0	0	0	2209	0	6	0	109	2523
345-445	0	200	0	0	0	0	0	2292	0	5	0	122	2619
400-500	0	206	0	0	0	0	0	2339	0	2	0	122	2669
415-515	0	202	0	0	0	0	0	2360	0	4	0	123	2689
430-530	0	209	0	0	0	0	0	2338	0	3	0	134	2684
445-545	0	218	0	0	0	0	0	2343	0	4	0	126	2691
500-600	0	230	0	0	0	0	0	2399	0	4	0	102	2735

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	0	0
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	0	0	1	0	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	1	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	0	0
315-415	0	0	0	0	0
330-430	0	0	1	0	1
345-445	0	0	2	0	2
400-500	0	0	2	0	2
415-515	0	0	2	0	2
430-530	0	0	1	1	2
445-545	0	0	0	1	1
500-600	0	0	0	1	1

WILTEC

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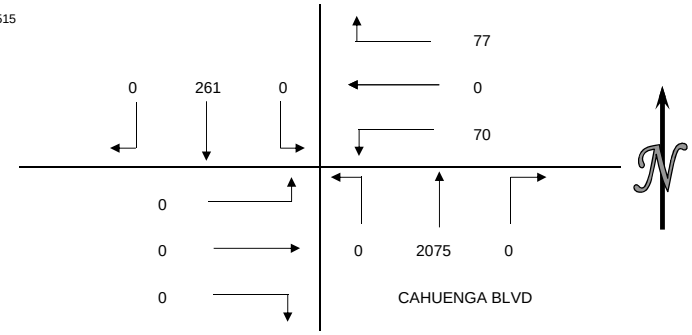
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BLVD
E/W US-101 NB OFF RAMP
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	80	0	13	0	34	0	357	0	0	0	0	484
315-330	0	69	0	15	0	33	0	435	0	0	0	0	552
330-345	0	71	0	23	0	19	0	479	0	0	0	0	592
345-400	0	73	0	10	0	44	0	423	0	0	0	0	550
400-415	0	56	0	18	0	22	0	489	0	0	0	0	585
415-430	0	64	0	18	0	19	0	519	0	0	0	0	620
430-445	0	44	0	19	0	22	0	496	0	0	0	0	581
445-500	0	73	0	19	0	13	0	539	0	0	0	0	644
500-515	0	80	0	21	0	16	0	521	0	0	0	0	638
515-530	0	63	0	14	0	11	0	531	0	0	0	0	619
530-545	0	44	0	15	0	8	0	494	0	0	0	0	561
545-600	0	31	0	15	0	16	0	491	0	0	0	0	553
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	293	0	61	0	130	0	1694	0	0	0	0	2178
315-415	0	269	0	66	0	118	0	1826	0	0	0	0	2279
330-430	0	264	0	69	0	104	0	1910	0	0	0	0	2347
345-445	0	237	0	65	0	107	0	1927	0	0	0	0	2336
400-500	0	237	0	74	0	76	0	2043	0	0	0	0	2430
415-515	0	261	0	77	0	70	0	2075	0	0	0	0	2483
430-530	0	260	0	73	0	62	0	2087	0	0	0	0	2482
445-545	0	260	0	69	0	48	0	2085	0	0	0	0	2462
500-600	0	218	0	65	0	51	0	2037	0	0	0	0	2371

PM PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	4	0	0	4
315-330	0	2	0	0	2
330-345	0	0	0	0	0
345-400	0	4	5	0	9
400-415	2	4	0	0	6
415-430	0	4	0	0	4
430-445	1	3	0	0	4
445-500	0	1	0	0	1
500-515	2	5	0	0	7
515-530	0	2	0	0	2
530-545	0	9	0	0	9
545-600	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	10	5	0	15
315-415	2	10	5	0	17
330-430	2	12	5	0	19
345-445	3	15	5	0	23
400-500	3	12	0	0	15
415-515	3	13	0	0	16
430-530	3	11	0	0	14
445-545	2	17	0	0	19
500-600	3	17	0	0	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	0	0	1
315-330	0	0	6	0	6
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	1	0	0	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	1	6	0	7
315-415	0	0	6	0	6
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	1	0	0	1
430-530	0	1	0	0	1
445-545	0	1	0	0	1
500-600	0	1	0	0	1

WILTEC

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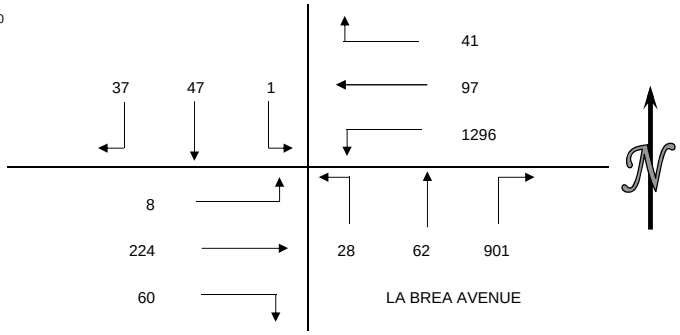
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00AM-10:00AM
INTERSECTION: N/S LA BREA AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	12	0	9	17	355	142	4	6	15	33	1	603
715-730	2	6	0	3	20	333	170	8	6	5	27	0	580
730-745	8	11	0	8	21	333	183	4	3	18	46	1	636
745-800	2	6	0	8	27	305	210	9	9	16	42	0	634
800-815	16	14	0	6	31	349	209	11	6	13	35	2	692
815-830	5	11	0	12	23	309	249	16	8	10	73	1	717
830-845	9	9	1	17	15	298	230	18	5	18	69	2	691
845-900	7	13	0	6	28	340	213	17	9	19	47	3	702
900-915	16	10	0	9	31	318	191	11	6	28	48	5	673
915-930	4	12	0	8	29	321	225	14	10	19	60	2	704
930-945	7	22	0	13	33	285	226	12	6	23	61	2	690
945-1000	6	7	1	9	25	260	180	7	10	20	34	0	559
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	21	35	0	28	85	1326	705	25	24	54	148	2	2453
715-815	28	37	0	25	99	1320	772	32	24	52	150	3	2542
730-830	31	42	0	34	102	1296	851	40	26	57	196	4	2679
745-845	32	40	1	43	96	1261	898	54	28	57	219	5	2734
800-900	37	47	1	41	97	1296	901	62	28	60	224	8	2802
815-915	37	43	1	44	97	1265	883	62	28	75	237	11	2783
830-930	36	44	1	40	103	1277	859	60	30	84	224	12	2770
845-945	34	57	0	36	121	1264	855	54	31	89	216	12	2769
900-1000	33	51	1	39	118	1184	822	44	32	90	203	9	2626

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	1	0	2	7
715-730	4	1	0	3	8
730-745	3	6	0	1	10
745-800	2	3	0	1	6
800-815	1	8	0	3	12
815-830	1	1	0	1	3
830-845	5	4	0	1	10
854-900	0	4	0	2	6
900-915	3	5	0	1	9
915-930	1	7	0	2	10
930-945	1	5	1	2	9
945-1000	0	2	0	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	11	0	7	31
715-815	10	18	0	8	36
730-830	7	18	0	6	31
745-845	9	16	0	6	31
800-900	7	17	0	7	31
815-915	9	14	0	5	28
830-930	9	20	0	6	35
845-945	5	21	1	7	34
900-1000	5	19	1	7	32

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	1	0	0	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	0	0	1
715-815	1	0	0	0	1
730-830	1	0	0	0	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

WILTEC

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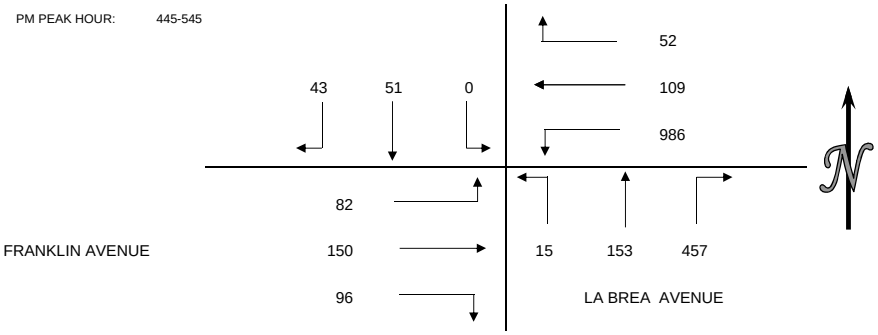
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	9	15	0	9	27	197	127	25	9	34	30	17	499
315-330	6	18	0	17	29	233	93	28	5	31	36	22	518
330-345	9	21	0	9	18	244	93	24	4	41	48	35	546
345-400	8	13	0	7	25	217	86	23	6	29	45	24	483
400-415	6	18	0	16	21	201	61	18	4	30	44	37	456
415-430	13	15	3	17	19	248	79	20	5	22	36	25	502
430-445	10	11	0	11	25	222	99	26	4	25	42	28	503
445-500	11	12	0	8	34	257	117	31	2	26	41	24	563
500-515	9	12	0	18	21	243	123	55	3	25	32	23	564
515-530	10	14	0	17	28	245	99	29	5	26	37	20	530
530-545	13	13	0	9	26	241	118	38	5	19	40	15	537
545-600	11	10	0	13	28	255	127	37	10	14	38	13	556
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	32	67	0	42	99	891	399	100	24	135	159	98	2046
315-415	29	70	0	49	93	895	333	93	19	131	173	118	2003
330-430	36	67	3	49	83	910	319	85	19	122	173	121	1987
345-445	37	57	3	51	90	888	325	87	19	106	167	114	1944
400-500	40	56	3	52	99	928	356	95	15	103	163	114	2024
415-515	43	50	3	54	99	970	418	132	14	98	151	100	2132
430-530	40	49	0	54	108	967	438	141	14	102	152	95	2160
445-545	43	51	0	52	109	986	457	153	15	96	150	82	2194
500-600	43	49	0	57	103	984	467	159	23	84	147	71	2187

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	7	2	5	17
315-330	3	8	0	4	15
330-345	8	10	1	10	29
345-400	7	6	0	5	18
400-415	1	3	0	4	8
415-430	3	5	3	5	16
430-445	2	10	1	0	13
445-500	1	3	0	7	11
500-515	10	2	3	12	27
515-530	4	10	1	0	15
530-545	2	4	0	2	8
545-600	3	16	0	4	23
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	21	31	3	24	79
315-415	19	27	1	23	70
330-430	19	24	4	24	71
345-445	13	24	4	14	55
400-500	7	21	4	16	48
415-515	16	20	7	24	67
430-530	17	25	5	19	66
445-545	17	19	4	21	61
500-600	19	32	4	18	73

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	0	0	1
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	2	0	0	1	3
530-545	0	0	0	0	0
545-600	1	0	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	1	0	0	0	1
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	2	0	0	1	3
445-545	2	0	0	1	3
500-600	3	0	0	2	5

Location ID: 9
North/South: Outpost Drive
East/West: Franklin Avenue

Date: 01/27/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	19	0	9	4	328	0	0	0	0	0	169	5	534
07:15	23	0	11	5	351	0	0	0	0	0	198	8	596
07:30	37	0	18	7	394	0	0	0	0	0	226	10	692
07:45	49	0	21	5	331	0	0	0	0	0	235	9	650
08:00	42	0	27	8	305	0	0	0	0	0	258	6	646
08:15	65	0	24	12	295	0	0	0	0	0	279	8	683
08:30	95	0	40	8	264	0	0	0	0	0	305	15	727
08:45	101	0	22	9	257	0	0	0	0	0	298	15	702
09:00	72	0	27	8	271	0	0	0	0	0	215	22	615
09:15	82	0	23	6	255	0	0	0	0	0	234	16	616
09:30	55	0	31	7	258	0	0	0	0	0	245	12	608
09:45	44	0	25	6	291	0	0	0	0	0	225	11	602
Total Volume:	684	0	278	85	3600	0	0	0	0	0	2887	137	7671
Approach %	71%	0%	29%	2%	98%	0%	0%	0%	0%	0%	95%	5%	
Peak Hr Begin:	8:00												
PHV	303	0	113	37	1121	0	0	0	0	0	1140	44	2758
PHF	0.770			0.925			0.000			0.925			0.948

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	13	0	11	6	257	0	0	0	0	0	224	13	524
16:15	16	0	15	12	246	0	0	0	0	0	277	17	583
16:30	17	0	14	22	258	0	0	0	0	0	269	15	595
16:45	15	0	13	16	238	0	0	0	0	0	294	15	591
17:00	18	0	16	18	229	0	0	0	0	0	283	18	582
17:15	18	0	14	18	224	0	0	0	0	0	259	10	543
17:30	24	0	17	11	239	0	0	0	0	0	244	23	558
17:45	22	0	13	9	267	0	0	0	0	0	247	24	582
18:00	22	0	15	12	271	0	0	0	0	0	251	12	583
18:15	20	0	15	13	256	0	0	0	0	0	226	14	544
18:30	20	0	10	10	284	0	0	0	0	0	223	16	563
18:45	27	0	9	14	268	0	0	0	0	0	237	15	570
Total Volume:	232	0	162	161	3037	0	0	0	0	0	3034	192	6818
Approach %	59%	0%	41%	5%	95%	0%	0%	0%	0%	0%	94%	6%	
Peak Hr Begin:	16:15												
PHV	66	0	58	68	971	0	0	0	0	0	1123	65	2351
PHF	0.912			0.928			0.000			0.961			0.988

	Pedestrians			
Leg:	North	East	South	West
07:00	7	9	0	0
07:15	4	3	0	0
07:30	5	1	0	0
07:45	9	3	0	0
08:00	10	8	0	0
08:15	9	10	0	0
08:30	9	5	0	0
08:45	7	1	0	0
09:00	6	8	0	0
09:15	4	5	0	0
09:30	8	7	0	0
09:45	7	8	0	0

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	0	0
07:30	0	1	0	0
07:45	0	0	0	0
08:00	0	0	0	0
08:15	0	0	0	0
08:30	0	0	0	0
08:45	1	0	0	0
09:00	0	0	0	0
09:15	0	0	0	0
09:30	0	0	0	0
09:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	7	2	0	0
16:15	9	14	0	0
16:30	8	4	0	0
16:45	8	8	0	0
17:00	10	9	0	0
17:15	12	7	0	0
17:30	5	9	0	0
17:45	11	12	0	0
18:00	14	9	0	0
18:15	9	5	0	0
18:30	14	10	0	0
18:45	12	11	0	0

	Bicycle			
Leg:	North	East	South	West
16:00	0	0	0	0
16:15	0	1	0	0
16:30	1	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	1	0	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	1	0	0	0
18:15	1	0	0	0
18:30	1	0	0	0
18:45	0	0	0	0

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

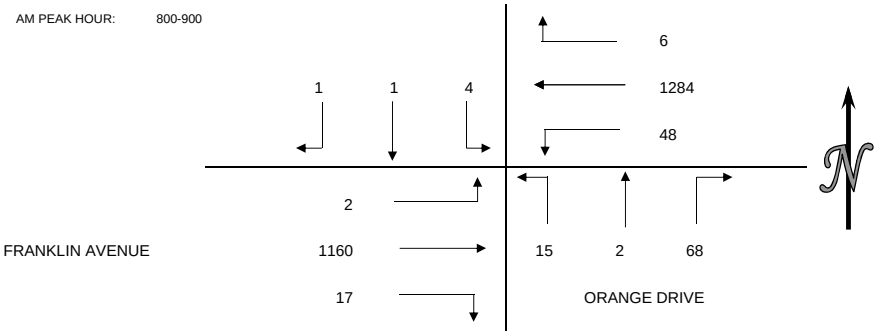
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00AM-10:00AM
INTERSECTION: N/S ORANGE DRIVE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	1	369	5	6	0	1	3	181	0	566
715-730	0	0	0	0	335	3	12	0	2	1	227	0	580
730-745	0	0	0	1	364	7	11	0	3	1	221	0	608
745-800	1	0	1	1	297	5	14	1	2	7	270	0	599
800-815	0	0	0	1	357	7	20	0	5	5	281	0	676
815-830	1	0	1	1	329	9	19	1	5	4	314	0	684
830-845	0	0	0	1	293	10	11	1	2	4	285	1	608
845-900	0	1	3	3	305	22	18	0	3	4	280	1	640
900-915	0	0	0	0	305	21	15	0	2	10	275	1	629
915-930	0	1	0	0	290	10	20	0	6	11	300	0	638
930-945	0	1	1	1	326	14	29	0	4	9	264	0	649
945-1000	2	0	0	1	282	9	19	0	7	14	244	0	578
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	1	0	1	3	1365	20	43	1	8	12	899	0	2353
715-815	1	0	1	3	1353	22	57	1	12	14	999	0	2463
730-830	2	0	2	4	1347	28	64	2	15	17	1086	0	2567
745-845	2	0	2	4	1276	31	64	3	14	20	1150	1	2567
800-900	1	1	4	6	1284	48	68	2	15	17	1160	2	2608
815-915	1	1	4	5	1232	62	63	2	12	22	1154	3	2561
830-930	0	2	3	4	1193	63	64	1	13	29	1140	3	2515
845-945	0	3	4	4	1226	67	82	0	15	34	1119	2	2556
900-1000	2	2	1	2	1203	54	83	0	19	44	1083	1	2494

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	0	4	2	12
715-730	0	2	3	1	6
730-745	5	1	4	1	11
745-800	4	0	7	3	14
800-815	2	2	2	1	7
815-830	3	3	10	0	16
830-845	4	1	2	3	10
854-900	4	2	6	8	20
900-915	4	2	12	1	19
915-930	16	6	5	11	38
930-945	4	2	7	13	26
945-1000	7	1	12	2	22
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	15	3	18	7	43
715-815	11	5	16	6	38
730-830	14	6	23	5	48
745-845	13	6	21	7	47
800-900	13	8	20	12	53
815-915	15	8	30	12	65
830-930	28	11	25	23	87
845-945	28	12	30	33	103
900-1000	31	11	36	27	105

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	0	0	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	0	0	0	1	1
845-900	0	0	0	0	0
900-915	0	0	1	0	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	0	0	1
715-815	1	0	0	1	2
730-830	0	0	0	1	1
745-845	0	0	0	2	2
800-900	0	0	0	2	2
815-915	0	0	1	1	2
830-930	0	0	1	1	2
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

WILTEC

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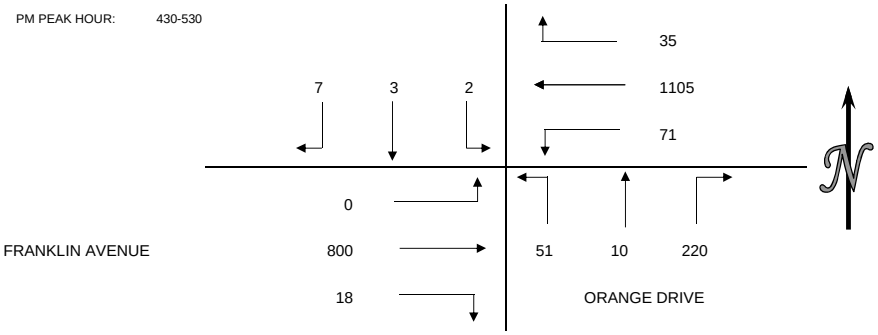
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 13 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	ORANGE DRIVE
	E/W	FRANKLIN AVENUE
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	1	0	0	219	23	48	4	15	9	220	1	540
315-330	0	2	1	1	218	27	53	0	16	5	191	0	514
330-345	0	0	0	3	235	28	49	0	9	6	239	0	569
345-400	1	0	1	1	220	18	50	2	12	4	192	1	502
400-415	0	0	3	0	229	29	35	0	5	4	166	0	471
415-430	0	0	2	3	235	18	42	1	7	8	217	0	533
430-445	4	1	0	4	254	18	46	2	7	5	206	0	547
445-500	1	2	0	8	288	19	60	1	17	7	221	0	624
500-515	1	0	0	6	262	20	58	3	8	4	182	0	544
515-530	1	0	2	17	301	14	56	4	19	2	191	0	607
530-545	0	1	0	6	284	5	36	0	4	8	181	3	528
545-600	1	1	0	7	262	5	30	1	4	5	195	5	516
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	1	3	2	5	892	96	200	6	52	24	842	2	2125
315-415	1	2	5	5	902	102	187	2	42	19	788	1	2056
330-430	1	0	6	7	919	93	176	3	33	22	814	1	2075
345-445	5	1	6	8	938	83	173	5	31	21	781	1	2053
400-500	5	3	5	15	1006	84	183	4	36	24	810	0	2175
415-515	6	3	2	21	1039	75	206	7	39	24	826	0	2248
430-530	7	3	2	35	1105	71	220	10	51	18	800	0	2322
445-545	3	3	2	37	1135	58	210	8	48	21	775	3	2303
500-600	3	2	2	36	1109	44	180	8	35	19	749	8	2195

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	5	0	9	10	24
315-330	1	3	8	2	14
330-345	10	0	10	9	29
345-400	8	3	6	3	20
400-415	3	1	6	10	20
415-430	5	1	11	4	21
430-445	9	3	11	6	29
445-500	7	4	7	5	23
500-515	6	5	14	9	34
515-530	5	7	19	8	39
530-545	10	1	7	9	27
545-600	12	2	7	8	29
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	24	6	33	24	87
315-415	22	7	30	24	83
330-430	26	5	33	26	90
345-445	25	8	34	23	90
400-500	24	9	35	25	93
415-515	27	13	43	24	107
430-530	27	19	51	28	125
445-545	28	17	47	31	123
500-600	33	15	47	34	129

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	2	0	4
315-330	1	0	0	0	1
330-345	0	0	0	0	0
345-400	1	0	0	0	1
400-415	0	0	0	1	1
415-430	0	0	0	1	1
430-445	0	0	0	0	0
445-500	1	0	0	0	1
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	4	0	2	0	6
315-415	2	0	0	1	3
330-430	1	0	0	2	3
345-445	1	0	0	2	3
400-500	1	0	0	2	3
415-515	1	0	0	1	2
430-530	1	0	1	0	2
445-545	1	0	1	0	2
500-600	0	0	1	0	1

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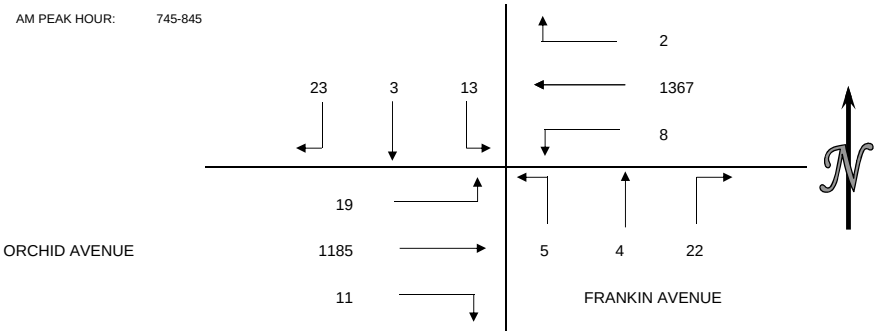
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S ORCHID AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	0	5	1	321	2	7	0	1	3	180	1	527
715-730	3	0	7	1	353	4	4	0	0	0	209	3	584
730-745	2	1	3	2	332	4	2	1	1	2	267	0	617
745-800	4	1	6	1	354	0	7	1	1	3	284	0	662
800-815	5	0	0	0	355	3	5	1	2	4	266	4	645
815-830	6	2	1	0	370	1	2	1	2	2	306	4	697
830-845	8	0	6	1	288	4	8	1	0	2	329	11	658
845-900	8	0	8	3	303	5	7	1	1	3	283	6	628
900-915	8	0	7	1	296	5	6	1	2	5	274	0	605
915-930	7	2	9	3	304	5	5	2	1	2	308	2	650
930-945	8	0	5	3	300	1	5	0	3	1	299	5	630
945-1000	11	0	7	1	326	5	50	0	0	2	260	2	664
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	15	2	21	5	1360	10	20	2	3	8	940	4	2390
715-815	14	2	16	4	1394	11	18	3	4	9	1026	7	2508
730-830	17	4	10	3	1411	8	16	4	6	11	1123	8	2621
745-845	23	3	13	2	1367	8	22	4	5	11	1185	19	2662
800-900	27	2	15	4	1316	13	22	4	5	11	1184	25	2628
815-915	30	2	22	5	1257	15	23	4	5	12	1192	21	2588
830-930	31	2	30	8	1191	19	26	5	4	12	1194	19	2541
845-945	31	2	29	10	1203	16	23	4	7	11	1164	13	2513
900-1000	34	2	28	8	1226	16	66	3	6	10	1141	9	2549

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	3	6	0	10
715-730	2	1	3	2	8
730-745	3	2	6	1	12
745-800	2	0	5	0	7
800-815	4	0	10	1	15
815-830	3	1	2	1	7
830-845	2	0	5	1	8
854-900	4	5	7	2	18
900-915	4	1	4	0	9
915-930	4	3	9	2	18
930-945	4	6	5	2	17
945-1000	6	4	11	2	23
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	6	20	3	37
715-815	11	3	24	4	42
730-830	12	3	23	3	41
745-845	11	1	22	3	37
800-900	13	6	24	5	48
815-915	13	7	18	4	42
830-930	14	9	25	5	53
845-945	16	15	25	6	62
900-1000	18	14	29	6	67

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	1	0	1	0	2
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	1	0	0	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	2	0	3
715-815	1	0	2	0	3
730-830	1	0	1	0	2
745-845	2	0	1	0	3
800-900	1	0	0	0	1
815-915	1	0	0	0	1
830-930	1	0	0	0	1
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

WILTEC

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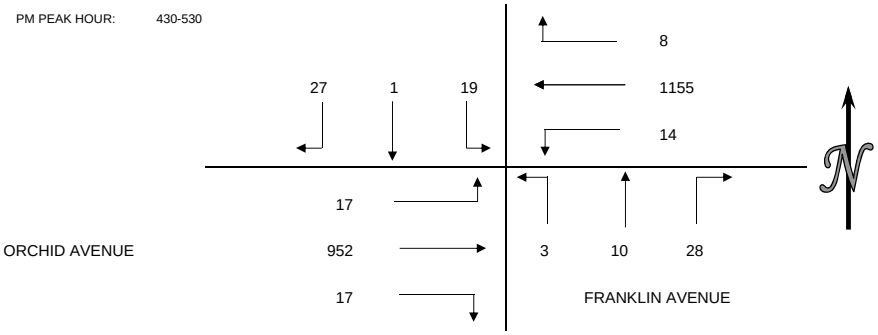
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S ORCHID AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	5	0	9	1	238	3	5	5	3	5	273	11	558
315-330	11	2	6	3	222	4	7	1	5	2	250	3	516
330-345	4	1	6	1	251	5	6	0	1	0	265	4	544
345-400	6	0	5	0	234	4	4	0	1	2	242	3	501
400-415	9	1	6	1	245	5	7	3	5	2	277	1	562
415-430	5	1	2	1	257	4	4	3	1	5	223	4	510
430-445	7	0	6	1	284	6	10	0	1	5	267	5	592
445-500	5	0	6	2	306	4	9	3	1	7	221	7	571
500-515	7	1	3	3	272	3	1	4	0	2	245	3	544
515-530	8	0	4	2	293	1	8	3	1	3	219	2	544
530-545	9	0	2	4	299	3	6	2	1	3	207	5	541
545-600	14	1	1	0	289	1	7	1	1	1	235	4	555
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	26	3	26	5	945	16	22	6	10	9	1030	21	2119
315-415	30	4	23	5	952	18	24	4	12	6	1034	11	2123
330-430	24	3	19	3	987	18	21	6	8	9	1007	12	2117
345-445	27	2	19	3	1020	19	25	6	8	14	1009	13	2165
400-500	26	2	20	5	1092	19	30	9	8	19	988	17	2235
415-515	24	2	17	7	1119	17	24	10	3	19	956	19	2217
430-530	27	1	19	8	1155	14	28	10	3	17	952	17	2251
445-545	29	1	15	11	1170	11	24	12	3	15	892	17	2200
500-600	38	2	10	9	1153	8	22	10	3	9	906	14	2184

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	6	0	6	1	13
315-330	9	0	16	0	25
330-345	3	0	12	1	16
345-400	1	0	12	2	15
400-415	10	0	9	0	19
415-430	6	0	6	0	12
430-445	5	0	7	3	15
445-500	10	0	17	5	32
500-515	4	0	16	6	26
515-530	10	0	16	6	32
530-545	5	0	9	0	14
545-600	10	0	20	3	33
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	19	0	46	4	69
315-415	23	0	49	3	75
330-430	20	0	39	3	62
345-445	22	0	34	5	61
400-500	31	0	39	8	78
415-515	25	0	46	14	85
430-530	29	0	56	20	105
445-545	29	0	58	17	104
500-600	29	0	61	15	105

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	1	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	2	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	0	0
315-415	0	0	1	0	1
330-430	0	0	1	0	1
345-445	0	0	1	0	1
400-500	0	0	2	0	2
415-515	0	0	1	0	1
430-530	0	0	1	0	1
445-545	0	0	1	2	3
500-600	0	0	0	2	2

WILTEC

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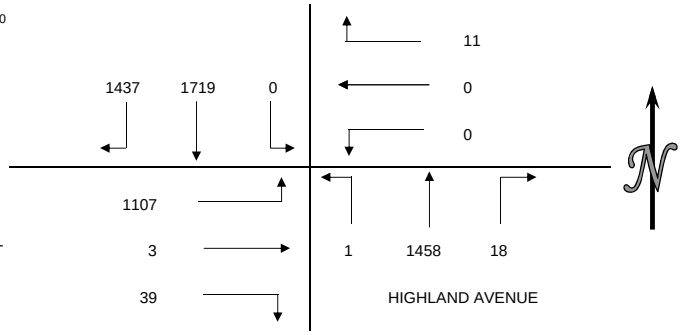
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W FRANKLIN AVENUE WEST
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	280	518	0	1	0	0	3	219	0	7	0	179	1207
715-730	358	468	0	3	0	0	1	343	0	7	0	225	1405
730-745	349	467	0	1	0	0	4	341	0	7	0	240	1409
745-800	357	434	0	2	0	0	1	376	0	11	0	296	1477
800-815	364	431	0	3	0	0	4	346	0	11	0	262	1421
815-830	367	387	0	5	0	0	9	395	1	10	3	309	1486
830-845	282	466	0	12	0	0	6	337	0	15	6	262	1386
845-900	294	434	0	14	0	0	2	351	0	11	8	306	1420
900-915	275	463	0	14	0	0	12	360	0	14	5	328	1471
915-930	296	484	0	10	0	0	7	330	1	8	2	300	1438
930-945	310	471	0	4	0	0	9	382	0	11	2	262	1451
945-1000	318	436	0	4	0	0	8	358	1	10	1	265	1401
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	1344	1887	0	7	0	0	9	1279	0	32	0	940	5498
715-815	1428	1800	0	9	0	0	10	1406	0	36	0	1023	5712
730-830	1437	1719	0	11	0	0	18	1458	1	39	3	1107	5793
745-845	1370	1718	0	22	0	0	20	1454	1	47	9	1129	5770
800-900	1307	1718	0	34	0	0	21	1429	1	47	17	1139	5713
815-915	1218	1750	0	45	0	0	29	1443	1	50	22	1205	5763
830-930	1147	1847	0	50	0	0	27	1378	1	48	21	1196	5715
845-945	1175	1852	0	42	0	0	30	1423	1	44	17	1196	5780
900-1000	1199	1854	0	32	0	0	36	1430	2	43	10	1155	5761

AM PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	5	0	4	9
715-730	0	10	0	17	27
730-745	0	13	0	12	25
745-800	0	8	0	9	17
800-815	0	7	0	66	73
815-830	0	18	0	22	40
830-845	0	12	0	25	37
854-900	0	13	0	31	44
900-915	0	17	0	38	55
915-930	0	17	0	22	39
930-945	0	28	0	30	58
945-1000	0	30	0	17	47
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	36	0	42	78
715-815	0	38	0	104	142
730-830	0	46	0	109	155
745-845	0	45	0	122	167
800-900	0	50	0	144	194
815-915	0	60	0	116	176
830-930	0	59	0	116	175
845-945	0	75	0	121	196
900-1000	0	92	0	107	199

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	1	2
730-745	0	0	0	1	1
745-800	1	0	0	0	1
800-815	0	0	0	0	0
815-830	0	2	0	4	6
830-845	0	0	0	1	1
845-900	0	1	0	2	3
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	0	2	4
715-815	1	1	0	2	4
730-830	1	2	0	5	8
745-845	1	2	0	5	8
800-900	0	3	0	7	10
815-915	0	4	0	7	11
830-930	0	2	0	3	5
845-945	0	2	0	2	4
900-1000	0	1	0	0	1

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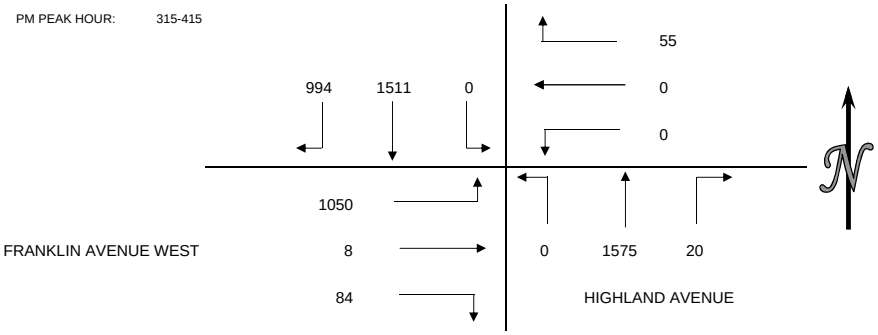
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W FRANKLIN AVENUE WEST
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	252	384	0	5	0	0	3	395	0	20	2	247	1308
315-330	229	365	0	8	0	0	6	411	0	18	2	283	1322
330-345	239	390	0	13	0	0	4	379	0	18	3	227	1273
345-400	246	364	0	14	0	0	5	397	0	19	0	268	1313
400-415	280	392	0	20	0	0	5	388	0	29	3	272	1389
415-430	265	360	0	37	0	0	2	342	0	20	0	247	1273
430-445	274	371	0	36	0	0	1	338	0	9	11	225	1265
445-500	295	398	0	21	0	0	12	355	0	14	4	214	1313
500-515	268	408	0	46	0	0	2	377	0	15	6	237	1359
515-530	312	367	0	37	0	0	7	357	0	20	1	217	1318
530-545	296	386	0	35	0	0	12	322	0	6	1	229	1287
545-600	257	302	0	18	0	0	6	270	0	5	2	182	1042
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	966	1503	0	40	0	0	18	1582	0	75	7	1025	5216
315-415	994	1511	0	55	0	0	20	1575	0	84	8	1050	5297
330-430	1030	1506	0	84	0	0	16	1506	0	86	6	1014	5248
345-445	1065	1487	0	107	0	0	13	1465	0	77	14	1012	5240
400-500	1114	1521	0	114	0	0	20	1423	0	72	18	958	5240
415-515	1102	1537	0	140	0	0	17	1412	0	58	21	923	5210
430-530	1149	1544	0	140	0	0	22	1427	0	58	22	893	5255
445-545	1171	1559	0	139	0	0	33	1411	0	55	12	897	5277
500-600	1133	1463	0	136	0	0	27	1326	0	46	10	865	5006

PM PEAK HOUR: 315-415



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	16	0	33	49
315-330	0	47	0	49	96
330-345	0	19	0	18	37
345-400	0	29	0	24	53
400-415	0	46	0	24	70
415-430	0	28	0	39	67
430-445	0	23	0	32	55
445-500	0	31	0	42	73
500-515	0	36	0	42	78
515-530	0	33	0	40	73
530-545	0	38	0	69	107
545-600	0	12	0	45	57
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	111	0	124	235
315-415	0	141	0	115	256
330-430	0	122	0	105	227
345-445	0	126	0	119	245
400-500	0	128	0	137	265
415-515	0	118	0	155	273
430-530	0	123	0	156	279
445-545	0	138	0	193	331
500-600	0	119	0	196	315

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	0	0	1
315-330	0	1	0	1	2
330-345	0	1	0	1	2
345-400	0	0	0	0	0
400-415	0	0	0	2	2
415-430	0	0	0	1	1
430-445	0	0	0	2	2
445-500	0	0	0	0	0
500-515	0	2	0	0	2
515-530	0	1	0	0	1
530-545	0	2	0	0	2
545-600	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	3	0	2	5
315-415	0	2	0	4	6
330-430	0	1	0	4	5
345-445	0	0	0	5	5
400-500	0	0	0	5	5
415-515	0	2	0	3	5
430-530	0	3	0	2	5
445-545	0	5	0	0	5
500-600	0	6	0	1	7

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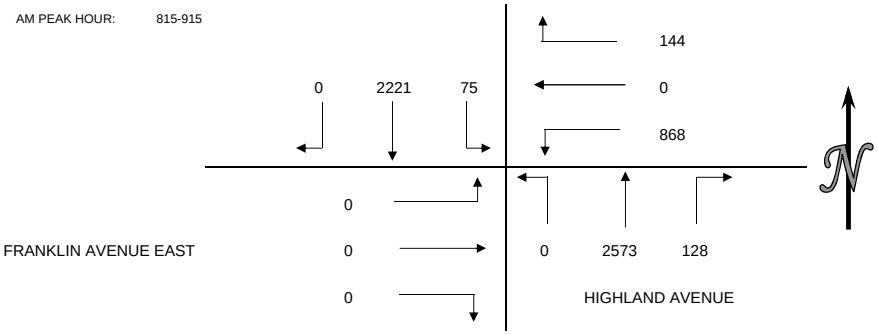
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W FRANKLIN AVENUE EAST
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	734	6	8	0	133	27	448	0	0	0	0	1356
715-730	0	658	15	21	0	162	24	526	0	0	0	0	1406
730-745	0	641	9	19	0	178	39	573	0	0	0	0	1459
745-800	0	599	14	18	0	207	31	595	0	0	0	0	1464
800-815	0	614	18	18	0	199	23	616	0	0	0	0	1488
815-830	0	580	11	26	0	212	31	631	0	0	0	0	1491
830-845	0	551	24	32	0	205	31	667	0	0	0	0	1510
845-900	0	534	19	39	0	240	23	590	0	0	0	0	1445
900-915	0	556	21	47	0	211	43	685	0	0	0	0	1563
915-930	0	557	13	35	0	221	46	588	0	0	0	0	1460
930-945	0	528	30	17	0	191	52	625	0	0	0	0	1443
945-1000	0	544	34	16	0	223	61	529	0	0	0	0	1407
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	2632	44	66	0	680	121	2142	0	0	0	0	5685
715-815	0	2512	56	76	0	746	117	2310	0	0	0	0	5817
730-830	0	2434	52	81	0	796	124	2415	0	0	0	0	5902
745-845	0	2344	67	94	0	823	116	2509	0	0	0	0	5953
800-900	0	2279	72	115	0	856	108	2504	0	0	0	0	5934
815-915	0	2221	75	144	0	868	128	2573	0	0	0	0	6009
830-930	0	2198	77	153	0	877	143	2530	0	0	0	0	5978
845-945	0	2175	83	138	0	863	164	2488	0	0	0	0	5911
900-1000	0	2185	98	115	0	846	202	2427	0	0	0	0	5873

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	7	0	0	9
715-730	5	7	0	0	12
730-745	10	6	0	0	16
745-800	9	6	0	0	15
800-815	2	10	0	0	12
815-830	9	14	0	0	23
830-845	13	9	0	0	22
854-900	13	8	0	0	21
900-915	15	11	0	0	26
915-930	6	13	0	0	19
930-945	21	15	0	0	36
945-1000	12	29	0	0	41
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	26	26	0	0	52
715-815	26	29	0	0	55
730-830	30	36	0	0	66
745-845	33	39	0	0	72
800-900	37	41	0	0	78
815-915	50	42	0	0	92
830-930	47	41	0	0	88
845-945	55	47	0	0	102
900-1000	54	68	0	0	122

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	1	0	0	0	1
815-830	1	1	0	0	2
830-845	0	0	0	0	0
845-900	0	1	0	0	1
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	0	1
715-815	1	1	0	0	2
730-830	2	1	0	0	3
745-845	2	1	0	0	3
800-900	2	2	0	0	4
815-915	1	2	0	0	3
830-930	0	1	0	0	1
845-945	0	1	0	0	1
900-1000	1	0	0	0	1

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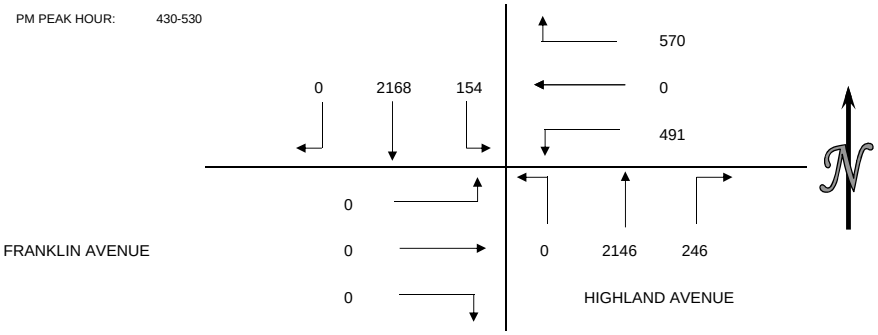
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	530	35	44	0	107	79	605	0	0	0	0	1400
315-330	0	526	30	54	0	98	72	569	0	0	0	0	1349
330-345	0	549	43	60	0	73	57	633	0	0	0	0	1415
345-400	0	518	38	86	0	80	58	585	0	0	0	0	1365
400-415	0	523	43	86	0	118	71	592	0	0	0	0	1433
415-430	0	504	36	98	0	142	60	548	0	0	0	0	1388
430-445	0	560	46	117	0	111	79	566	0	0	0	0	1479
445-500	0	519	39	142	0	147	67	542	0	0	0	0	1456
500-515	0	546	29	153	0	123	56	533	0	0	0	0	1440
515-530	0	543	40	158	0	110	44	505	0	0	0	0	1400
530-545	0	510	40	140	0	106	68	532	0	0	0	0	1396
545-600	0	491	29	151	0	144	53	503	0	0	0	0	1371
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	2123	146	244	0	358	266	2392	0	0	0	0	5529
315-415	0	2116	154	286	0	369	258	2379	0	0	0	0	5562
330-430	0	2094	160	330	0	413	246	2358	0	0	0	0	5601
345-445	0	2105	163	387	0	451	268	2291	0	0	0	0	5665
400-500	0	2106	164	443	0	518	277	2248	0	0	0	0	5756
415-515	0	2129	150	510	0	523	262	2189	0	0	0	0	5763
430-530	0	2168	154	570	0	491	246	2146	0	0	0	0	5775
445-545	0	2118	148	593	0	486	235	2112	0	0	0	0	5692
500-600	0	2090	138	602	0	483	221	2073	0	0	0	0	5607

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	8	10	0	0	18
315-330	10	8	0	0	18
330-345	21	23	0	0	44
345-400	14	10	0	0	24
400-415	13	24	0	0	37
415-430	15	23	0	0	38
430-445	26	21	0	0	47
445-500	20	28	0	0	48
500-515	24	19	0	0	43
515-530	35	30	0	0	65
530-545	11	17	0	0	28
545-600	14	16	0	0	30
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	53	51	0	0	104
315-415	58	65	0	0	123
330-430	63	80	0	0	143
345-445	68	78	0	0	146
400-500	74	96	0	0	170
415-515	85	91	0	0	176
430-530	105	98	0	0	203
445-545	90	94	0	0	184
500-600	84	82	0	0	166

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	0	0	1
315-330	0	0	0	0	0
330-345	0	3	0	0	3
345-400	0	1	0	0	1
400-415	0	1	0	0	1
415-430	1	1	0	0	2
430-445	0	1	0	0	1
445-500	0	1	0	0	1
500-515	0	2	0	0	2
515-530	0	2	0	0	2
530-545	0	1	0	0	1
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	5	0	0	5
315-415	0	5	0	0	5
330-430	1	6	0	0	7
345-445	1	4	0	0	5
400-500	1	4	0	0	5
415-515	1	5	0	0	6
430-530	0	6	0	0	6
445-545	0	6	0	0	6
500-600	0	6	0	0	6

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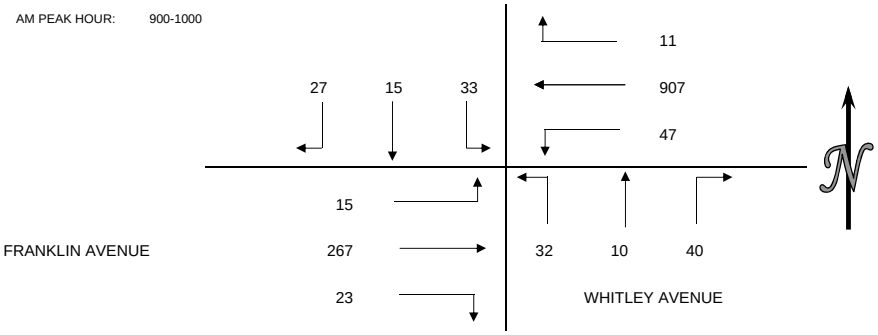
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WHITLEY AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	5	1	4	2	141	7	6	1	11	3	27	2	210
715-730	5	2	6	2	173	10	9	1	7	1	43	0	259
730-745	12	1	10	1	188	7	11	0	5	7	54	1	297
745-800	14	5	5	3	219	12	10	1	8	5	64	2	348
800-815	7	8	13	3	220	19	15	2	13	10	48	9	367
815-830	9	5	8	4	199	16	15	1	13	4	45	0	319
830-845	6	2	10	5	221	14	12	1	5	5	56	4	341
845-900	12	4	10	5	241	11	13	2	5	4	52	1	360
900-915	7	3	7	1	219	13	10	4	9	4	59	3	339
915-930	6	4	9	3	249	10	13	3	4	5	54	1	361
930-945	7	5	9	4	212	13	10	2	14	7	70	4	357
945-1000	7	3	8	3	227	11	7	1	5	7	84	7	370
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	36	9	25	8	721	36	36	3	31	16	188	5	1114
715-815	38	16	34	9	800	48	45	4	33	23	209	12	1271
730-830	42	19	36	11	826	54	51	4	39	26	211	12	1331
745-845	36	20	36	15	859	61	52	5	39	24	213	15	1375
800-900	34	19	41	17	881	60	55	6	36	23	201	14	1387
815-915	34	14	35	15	880	54	50	8	32	17	212	8	1359
830-930	31	13	36	14	930	48	48	10	23	18	221	9	1401
845-945	32	16	35	13	921	47	46	11	32	20	235	9	1417
900-1000	27	15	33	11	907	47	40	10	32	23	267	15	1427

AM PEAK HOUR: 900-1000



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	5	6	3	17
715-730	2	2	5	1	10
730-745	0	2	3	1	6
745-800	3	4	4	0	11
800-815	5	3	3	6	17
815-830	2	3	4	3	12
830-845	6	3	2	5	16
854-900	7	6	7	3	23
900-915	1	4	6	7	18
915-930	6	2	6	2	16
930-945	3	7	5	3	18
945-1000	1	6	4	0	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	13	18	5	44
715-815	10	11	15	8	44
730-830	10	12	14	10	46
745-845	16	13	13	14	56
800-900	20	15	16	17	68
815-915	16	16	19	18	69
830-930	20	15	21	17	73
845-945	17	19	24	15	75
900-1000	11	19	21	12	63

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	1	1
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	1	0	0	0	1
945-1000	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	1	1
815-915	0	0	0	1	1
830-930	0	0	0	1	1
845-945	1	0	0	1	2
900-1000	2	1	0	0	3

WILTEC

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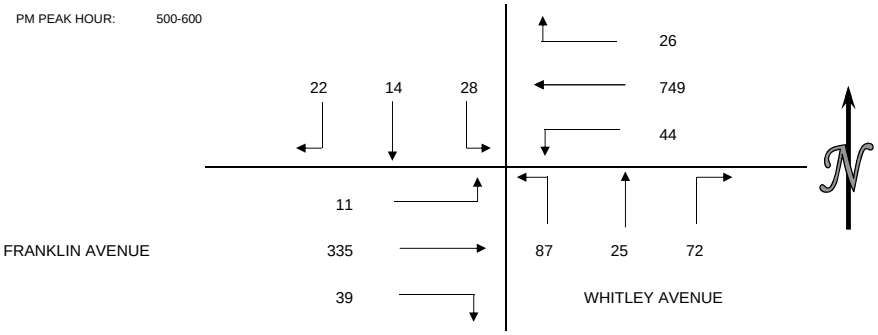
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		TUESDAY MAY 19 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	WHITLEY AVENUE
	E/W	FRANKLIN AVENUE
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	6	7	10	8	150	13	16	1	12	9	97	7	336
315-330	5	6	3	8	149	9	19	2	5	20	104	5	335
330-345	6	2	4	3	148	12	19	0	11	11	94	3	313
345-400	5	2	10	10	139	12	14	0	13	12	101	2	320
400-415	5	1	6	4	166	16	17	3	10	6	111	2	347
415-430	3	4	10	3	127	5	8	3	4	12	86	2	267
430-445	5	1	6	3	147	7	15	4	14	11	102	2	317
445-500	3	4	10	8	192	14	8	9	20	6	94	2	370
500-515	6	2	7	4	174	9	18	7	14	7	80	4	332
515-530	4	2	4	3	181	7	10	3	18	7	79	2	320
530-545	9	7	9	13	195	16	23	4	30	14	96	2	418
545-600	3	3	8	6	199	12	21	11	25	11	80	3	382
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	22	17	27	29	586	46	68	3	41	52	396	17	1304
315-415	21	11	23	25	602	49	69	5	39	49	410	12	1315
330-430	19	9	30	20	580	45	58	6	38	41	392	9	1247
345-445	18	8	32	20	579	40	54	10	41	41	400	8	1251
400-500	16	10	32	18	632	42	48	19	48	35	393	8	1301
415-515	17	11	33	18	640	35	49	23	52	36	362	10	1286
430-530	18	9	27	18	694	37	51	23	66	31	355	10	1339
445-545	22	15	30	28	742	46	59	23	82	34	349	10	1440
500-600	22	14	28	26	749	44	72	25	87	39	335	11	1452

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	5	3	14	4	26
315-330	5	6	8	2	21
330-345	8	6	15	7	36
345-400	3	10	10	3	26
400-415	4	6	8	3	21
415-430	6	10	3	5	24
430-445	6	5	4	7	22
445-500	4	7	7	7	25
500-515	2	4	6	9	21
515-530	4	2	4	4	14
530-545	10	13	8	9	40
545-600	4	4	12	5	25
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	21	25	47	16	109
315-415	20	28	41	15	104
330-430	21	32	36	18	107
345-445	19	31	25	18	93
400-500	20	28	22	22	92
415-515	18	26	20	28	92
430-530	16	18	21	27	82
445-545	20	26	25	29	100
500-600	20	23	30	27	100

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	1	0	0	2
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	0	1	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	1	1	0	0	2
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	1	0	1
445-545	0	0	1	1	2
500-600	0	0	1	1	2

WILTEC

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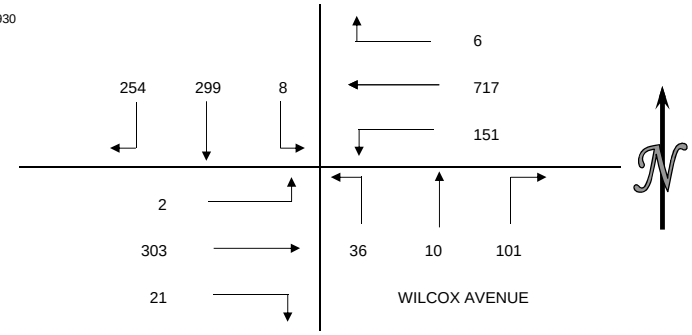
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILCOX AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	36	57	0	0	119	23	12	0	4	5	42	1	299
715-730	36	76	0	1	138	21	17	1	2	4	62	0	358
730-745	41	84	5	0	174	41	11	0	8	4	76	0	444
745-800	54	89	1	0	170	40	25	3	6	7	75	0	470
800-815	56	80	0	0	165	33	18	1	14	4	76	3	450
815-830	48	65	3	0	165	28	31	1	6	11	73	4	435
830-845	66	78	2	0	177	39	25	0	10	4	73	0	474
845-900	68	72	2	0	180	43	28	4	7	5	80	0	489
900-915	59	81	1	5	167	28	32	3	8	6	69	1	460
915-930	61	68	3	1	193	41	16	3	11	6	81	1	485
930-945	70	57	9	0	156	50	21	1	5	8	91	0	468
945-1000	59	53	5	0	169	32	32	0	7	7	95	0	459
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	167	306	6	1	601	125	65	4	20	20	255	1	1571
715-815	187	329	6	1	647	135	71	5	30	19	289	3	1722
730-830	199	318	9	0	674	142	85	5	34	26	300	7	1799
745-845	224	312	6	0	677	140	99	5	36	26	297	7	1829
800-900	238	295	7	0	687	143	102	6	37	24	302	7	1848
815-915	241	296	8	5	689	138	116	8	31	26	295	5	1858
830-930	254	299	8	6	717	151	101	10	36	21	303	2	1908
845-945	258	278	15	6	696	162	97	11	31	25	321	2	1902
900-1000	249	259	18	6	685	151	101	7	31	27	336	2	1872

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	2	6	7	20
715-730	4	2	9	8	23
730-745	8	2	6	5	21
745-800	8	4	6	7	25
800-815	3	1	4	10	18
815-830	2	4	8	4	18
830-845	3	0	5	3	11
854-900	10	1	4	8	23
900-915	3	1	9	4	17
915-930	9	1	6	1	17
930-945	4	1	10	3	18
945-1000	5	0	5	1	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	25	10	27	27	89
715-815	23	9	25	30	87
730-830	21	11	24	26	82
745-845	16	9	23	24	72
800-900	18	6	21	25	70
815-915	18	6	26	19	69
830-930	25	3	24	16	68
845-945	26	4	29	16	75
900-1000	21	3	30	9	63

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	1	0	0	1	2
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	0	0	0
845-900	0	0	0	2	2
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	1	0	0	0	1
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	0	1	3
715-815	1	0	0	1	2
730-830	1	0	1	1	3
745-845	1	0	1	1	3
800-900	0	0	1	2	3
815-915	0	1	1	2	4
830-930	0	1	0	2	3
845-945	1	1	0	2	4
900-1000	1	1	1	0	3

WILTEC

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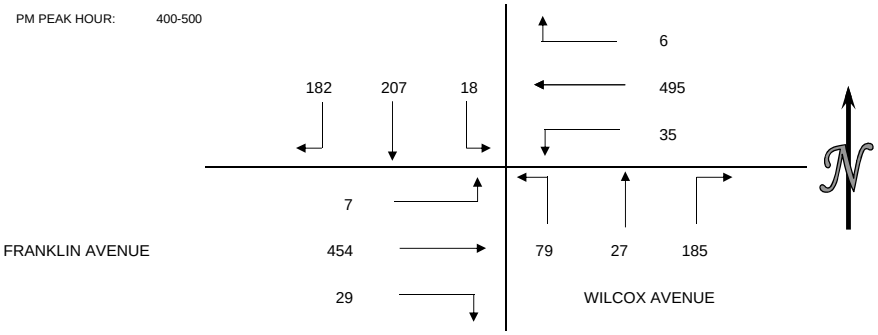
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WILCOX AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	31	49	2	2	127	9	48	5	7	2	128	0	410
315-330	31	44	3	3	111	9	54	5	14	4	108	0	386
330-345	29	44	2	1	95	15	43	3	13	6	118	0	369
345-400	27	40	4	0	109	12	46	6	14	9	135	7	409
400-415	42	43	5	0	115	5	38	4	18	10	124	2	406
415-430	50	58	5	2	118	17	59	10	8	4	109	3	443
430-445	41	64	5	3	122	7	41	7	18	7	105	1	421
445-500	49	42	3	1	140	6	47	6	35	8	116	1	454
500-515	40	36	1	2	106	14	43	3	25	1	101	0	372
515-530	54	47	2	0	101	9	60	11	17	7	93	0	401
530-545	71	53	0	4	110	12	53	5	21	8	103	4	444
545-600	75	78	3	2	123	14	29	4	16	8	117	0	469
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	118	177	11	6	442	45	191	19	48	21	489	7	1574
315-415	129	171	14	4	430	41	181	18	59	29	485	9	1570
330-430	148	185	16	3	437	49	186	23	53	29	486	12	1627
345-445	160	205	19	5	464	41	184	27	58	30	473	13	1679
400-500	182	207	18	6	495	35	185	27	79	29	454	7	1724
415-515	180	200	14	8	486	44	190	26	86	20	431	5	1690
430-530	184	189	11	6	469	36	191	27	95	23	415	2	1648
445-545	214	178	6	7	457	41	203	25	98	24	413	5	1671
500-600	240	214	6	8	440	49	185	23	79	24	414	4	1686

PM PEAK HOUR: 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	3	19	13	38
315-330	6	4	19	13	42
330-345	7	4	15	9	35
345-400	15	3	7	8	33
400-415	5	2	5	8	20
415-430	5	3	16	13	37
430-445	4	1	4	2	11
445-500	4	1	7	7	19
500-515	2	4	18	10	34
515-530	5	3	16	11	35
530-545	2	1	18	10	31
545-600	10	5	19	5	39
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	31	14	60	43	148
315-415	33	13	46	38	130
330-430	32	12	43	38	125
345-445	29	9	32	31	101
400-500	18	7	32	30	87
415-515	15	9	45	32	101
430-530	15	9	45	30	99
445-545	13	9	59	38	119
500-600	19	13	71	36	139

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	0	0	1
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	1	1	0	0	2
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	1	0	0	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	1	0	0	3
315-415	1	1	0	0	2
330-430	1	1	0	0	2
345-445	1	2	0	0	3
400-500	0	1	0	0	1
415-515	0	1	0	0	1
430-530	0	1	1	0	2
445-545	0	0	1	0	1
500-600	1	0	1	0	2

Location ID: 1
North/South: Cahuenga Blvd
East/West: Franklin Ave

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	9	202	20	9	112	43	7	70	4	5	30	14	525
07:15	7	246	22	22	148	24	7	76	5	5	40	20	622
07:30	14	321	21	34	154	55	11	86	9	9	55	27	796
07:45	28	336	23	36	202	53	15	104	7	9	61	31	905
08:00	19	325	24	36	181	61	13	133	9	9	72	26	908
08:15	10	321	18	30	197	39	8	165	5	12	47	25	877
08:30	27	299	17	36	209	53	13	188	6	6	66	28	948
08:45	15	336	23	43	161	59	19	228	8	8	70	41	1011
09:00	24	336	23	38	174	45	10	180	7	11	61	29	938
09:15	13	334	26	36	184	40	12	136	7	9	64	24	885
09:30	23	332	20	39	171	58	11	143	10	12	80	30	929
09:45	29	319	20	36	181	60	6	142	9	16	74	30	922
Total Volume:	218	3707	257	395	2074	590	132	1651	86	111	720	325	10266
Approach %	5%	89%	6%	13%	68%	19%	7%	88%	5%	10%	62%	28%	
Peak Hr Begin:	8:30												
PHV	79	1305	89	153	728	197	54	732	28	34	261	122	3782
PHF	0.961			0.904			0.798			0.876			0.935

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	140	19	70	122	25	24	249	6	10	100	47	822
15:15	7	149	12	54	120	33	27	301	10	15	100	53	881
15:30	10	158	17	66	93	29	30	339	13	13	101	47	916
15:45	8	156	17	90	117	27	17	316	16	10	106	47	927
16:00	6	119	15	107	100	24	29	330	14	10	130	43	927
16:15	6	137	18	127	114	23	24	378	4	18	103	45	997
16:30	3	151	20	110	115	22	26	350	14	8	102	47	968
16:45	4	154	12	128	96	18	23	399	11	14	110	35	1004
17:00	4	154	15	116	108	17	16	376	10	16	104	40	976
17:15	4	116	20	137	108	17	14	377	7	14	114	38	966
17:30	6	145	16	154	102	23	23	330	12	11	115	42	979
17:45	8	154	16	127	95	30	10	301	9	13	101	44	908
Total Volume:	76	1733	197	1286	1290	288	263	4046	126	152	1286	528	11271
Approach %	4%	86%	10%	45%	45%	10%	6%	91%	3%	8%	65%	27%	
Peak Hr Begin:	16:15												
PHV	17	596	65	481	433	80	89	1503	39	56	419	167	3945
PHF	0.974			0.941			0.942			0.967			0.982

	Pedestrians			
Leg:	North	East	South	West
07:00	2	0	5	4
07:15	3	0	5	5
07:30	2	0	1	4
07:45	10	0	6	8
08:00	6	0	8	4
08:15	9	0	6	8
08:30	10	0	4	2
08:45	2	0	7	5
09:00	4	0	2	4
09:15	6	0	9	6
09:30	6	0	12	3
09:45	6	0	6	6

	Bicycle			
Leg:	North	East	South	West
07:00	1	0	0	0
07:15	0	1	2	0
07:30	0	0	0	0
07:45	0	1	1	0
08:00	0	5	1	0
08:15	0	1	0	0
08:30	1	3	6	1
08:45	0	0	0	0
09:00	0	0	0	0
09:15	3	0	1	0
09:30	0	3	2	0
09:45	2	2	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	7	0	13	4
16:15	5	0	8	5
16:30	4	0	13	6
16:45	7	0	7	14
17:00	2	0	13	4
17:15	6	0	9	2
17:30	9	0	13	8
17:45	4	0	7	5
18:00	4	0	5	14
18:15	10	2	19	10
18:30	9	0	11	8
18:45	7	0	8	4

	Bicycle			
Leg:	North	East	South	West
16:00	1	0	1	0
16:15	1	0	1	1
16:30	1	0	2	0
16:45	0	0	0	2
17:00	1	1	0	0
17:15	0	0	1	0
17:30	0	0	0	0
17:45	1	0	4	1
18:00	4	1	0	1
18:15	0	2	2	0
18:30	0	0	1	0
18:45	0	0	0	0

Location ID: 2
North/South: Vine St
East/West: Franklin Ave

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	0	0	0	138	0	50	0	11	7	48	0	254
07:15	0	0	0	0	179	0	48	0	18	7	67	0	319
07:30	0	0	0	0	230	0	70	0	21	8	80	0	409
07:45	0	0	0	0	223	0	55	0	29	12	90	0	409
08:00	0	0	0	0	223	0	59	0	31	9	91	0	413
08:15	0	0	0	0	220	0	63	0	24	6	72	0	385
08:30	0	0	0	0	252	0	59	0	22	11	87	0	431
08:45	0	0	0	0	176	0	59	0	46	13	96	0	390
09:00	0	0	0	0	228	0	50	0	22	8	99	0	407
09:15	0	0	0	0	212	0	63	0	35	10	84	0	404
09:30	0	0	0	0	231	0	68	0	24	12	104	0	439
09:45	0	0	0	0	209	0	56	0	30	13	91	0	399
Total Volume:	0	0	0	0	2521	0	700	0	313	116	1009	0	4659
Approach %	0%	0%	0%	0%	100%	0%	69%	0%	31%	10%	90%	0%	
Peak Hr Begin:	9:00												
PHV	0	0	0	0	880	0	237	0	111	43	378	0	1649
PHF	0.000			0.873			0.829			0.966			0.956

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	152	0	81	0	58	8	137	0	436
15:15	0	0	0	0	144	0	100	0	61	9	127	0	441
15:30	0	0	0	0	142	0	95	0	71	9	144	0	461
15:45	0	0	0	0	129	0	89	0	83	14	124	0	439
16:00	0	0	0	0	164	0	86	0	79	16	148	0	493
16:15	0	0	0	0	140	0	109	0	116	9	125	0	499
16:30	0	0	0	0	169	0	81	0	80	11	133	0	474
16:45	0	0	0	0	148	1	88	0	90	11	138	0	476
17:00	0	0	0	0	142	0	86	0	103	16	125	0	472
17:15	0	0	0	0	143	0	84	0	125	16	128	0	496
17:30	0	0	0	0	149	0	95	0	139	14	127	0	524
17:45	0	0	0	0	165	0	70	0	87	14	103	0	439
Total Volume:	0	0	0	0	1787	1	1064	0	1092	147	1559	0	5650
Approach %	0%	0%	0%	0%	100%	0%	49%	0%	51%	9%	91%	0%	
Peak Hr Begin:	16:45												
PHV	0	0	0	0	582	1	353	0	457	57	518	0	1968
PHF	0.000			0.862			0.900			0.965			0.986

	Pedestrians			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	0	2
07:30	0	0	0	0
07:45	0	0	0	0
08:00	0	0	0	2
08:15	0	0	0	2
08:30	0	0	0	2
08:45	0	0	1	6
09:00	0	0	1	3
09:15	0	0	1	1
09:30	0	0	0	0
09:45	0	0	2	2

	Bicycle			
Leg:	North	East	South	West
07:00	0	2	0	1
07:15	0	0	0	0
07:30	0	1	0	0
07:45	0	0	0	0
08:00	0	2	0	1
08:15	0	0	0	0
08:30	0	0	0	0
08:45	0	0	0	1
09:00	0	0	0	0
09:15	0	2	0	2
09:30	0	0	1	0
09:45	0	2	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	0	0	3	2
16:15	0	0	1	1
16:30	0	0	1	2
16:45	0	0	1	1
17:00	0	0	2	2
17:15	0	0	2	2
17:30	0	0	1	7
17:45	0	0	1	3
18:00	0	0	0	4
18:15	0	0	0	8
18:30	0	0	1	2
18:45	0	0	5	2

	Bicycle			
Leg:	North	East	South	West
16:00	0	0	0	1
16:15	0	0	0	2
16:30	0	0	0	0
16:45	0	0	0	1
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	1	1	1
17:45	0	2	2	2
18:00	0	2	0	1
18:15	0	5	3	0
18:30	0	2	0	0
18:45	0	0	0	0

Location ID: 2
North/South: Vine St
East/West: US-101 SB Off-ramp

Date: 05/12/15
City: Hollywood, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	0	0	0	0	0	0	0	0	291	58	0	349
07:15	0	0	0	0	0	0	0	0	0	309	58	0	367
07:30	0	0	0	0	0	0	0	0	0	354	29	0	383
07:45	0	0	0	0	0	0	0	0	0	353	32	0	385
08:00	0	0	0	0	0	0	0	0	0	353	27	0	380
08:15	0	0	0	0	0	0	0	0	0	374	22	0	396
08:30	0	0	0	0	0	0	0	0	0	328	40	0	368
08:45	0	0	0	0	0	0	0	0	0	347	33	0	380
09:00	0	0	0	0	0	0	0	0	0	371	32	0	403
09:15	0	0	0	0	0	0	0	0	0	349	29	0	378
09:30	0	0	0	0	0	0	0	0	0	342	43	0	385
09:45	0	0	0	0	0	0	0	0	0	329	36	0	365
Total Volume:	0	0	0	0	0	0	0	0	0	4100	439	0	4539
Approach %	0%	0%	0%	0%	0%	0%	0%	0%	0%	90%	10%	0%	
Peak Hr Begin:	8:15												
PHV	0	0	0	0	0	0	0	0	0	1420	127	0	1547
PHF	0.000			0.000			0.000			0.960			0.960

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	0	0	0	0	0	154	43	0	197
15:15	0	0	0	0	0	0	0	0	0	179	44	0	223
15:30	0	0	0	0	0	0	0	0	0	164	60	0	224
15:45	0	0	0	0	0	0	0	0	0	164	59	0	223
16:00	0	0	0	0	0	0	0	0	0	160	59	0	219
16:15	0	0	0	0	0	0	0	0	0	179	47	0	226
16:30	0	0	0	0	0	0	0	0	0	170	55	0	225
16:45	0	0	0	0	0	0	0	0	0	153	67	0	220
17:00	0	0	0	0	0	0	0	0	0	194	62	0	256
17:15	0	0	0	0	0	0	0	0	0	201	63	0	264
17:30	0	0	0	0	0	0	0	0	0	225	88	0	313
17:45	0	0	0	0	0	0	0	0	0	215	72	0	287
Total Volume:	0	0	0	0	0	0	0	0	0	2158	719	0	2877
Approach %	0%	0%	0%	0%	0%	0%	0%	0%	0%	75%	25%	0%	
Peak Hr Begin:	17:00												
PHV	0	0	0	0	0	0	0	0	0	835	285	0	1120
PHF	0.000			0.000			0.000			0.895			0.895

	Pedestrians			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	0	0
07:30	0	0	0	0
07:45	0	0	0	0
08:00	0	0	0	0
08:15	0	0	0	0
08:30	0	0	0	0
08:45	0	0	0	0
09:00	0	0	0	0
09:15	0	0	0	0
09:30	0	0	0	0
09:45	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	0	0
07:30	0	0	0	0
07:45	0	0	0	0
08:00	0	0	0	0
08:15	0	0	0	0
08:30	0	0	0	0
08:45	0	0	0	0
09:00	0	0	0	0
09:15	0	0	0	0
09:30	0	0	0	0
09:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	0	0	0	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	0	0	0	0
18:15	0	0	0	0
18:30	0	0	0	0
18:45	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
16:00	0	0	0	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	0	0	0	0
18:15	0	0	0	0
18:30	0	0	0	0
18:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 3
North/South: Argyle Ave
East/West: Franklin Ave
Date: 05/12/15
City: Hollywood, CA
NOTE: SB Right, WB Through, NB Left, and EB Left do not include movements onto freeway. See Location #3a.

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	2	14	6	1	140	19	6	2	1	12	108	3	441
07:15	4	23	5	3	157	26	4	1	6	15	106	4	485
07:30	1	28	12	2	231	35	11	2	6	14	113	2	601
07:45	3	25	14	3	225	36	9	9	4	11	103	9	665
08:00	6	27	22	5	211	38	12	7	3	24	110	3	640
08:15	1	32	8	3	223	24	10	4	7	20	91	2	665
08:30	7	31	23	2	233	28	5	6	7	27	106	4	687
08:45	1	25	18	7	173	45	8	4	4	30	114	3	678
09:00	4	24	16	3	202	38	14	3	14	35	93	4	631
09:15	6	23	21	6	209	39	11	0	8	25	102	3	657
09:30	6	27	8	5	205	45	7	8	5	27	125	6	635
09:45	4	34	9	2	209	42	11	1	4	27	116	6	674
Total Volume:	45	313	162	42	2418	415	108	47	69	267	1287	49	5222
Approach %													
Peak Hr Begin:	8:00												
PHV	15	115	71	17	840	135	35	21	21	101	421	12	1804
PHF													

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 3
North/South: Argyle Ave
East/West: Franklin Ave
Date: 05/12/15
City: Hollywood, CA
NOTE: SB Right, WB Through, NB Left, and EB Left do not include movements onto freeway. See Location #3a.

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	5	25	13	2	145	25	29	10	8	7	191	9	689
15:15	1	23	13	3	147	32	17	16	7	13	199	5	702
15:30	7	19	15	1	120	23	27	5	11	13	224	8	727
15:45	9	25	8	1	117	26	25	15	7	22	206	3	715
16:00	0	20	11	5	135	23	20	11	11	8	228	4	708
16:15	4	14	13	3	145	31	22	7	7	21	218	7	744
16:30	5	21	16	2	147	22	29	14	10	10	210	6	724
16:45	3	20	14	2	146	24	25	14	9	18	219	4	731
17:00	2	20	14	3	139	24	33	8	8	13	218	5	737
17:15	1	15	11	2	118	25	23	10	17	11	206	4	750
17:30	3	17	8	4	143	26	52	7	14	19	241	6	821
17:45	4	22	7	2	151	27	30	17	15	24	167	5	702
Total Volume:	44	241	143	30	1653	308	332	134	124	179	2527	66	5781
Approach %													
Peak Hr Begin:	16:45												
PHV	9	72	47	11	546	99	133	39	48	61	884	19	1968
PHF													

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
07:00	1	15	1	2
07:15	0	9	1	0
07:30	1	10	1	0
07:45	0	18	10	0
08:00	1	10	7	0
08:15	0	19	6	0
08:30	0	8	4	0
08:45	0	14	1	0
09:00	0	18	7	0
09:15	0	6	4	0
09:30	0	9	2	0
09:45	0	13	5	0

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	0	0
07:30	0	0	0	0
07:45	0	0	1	0
08:00	1	1	0	0
08:15	0	0	0	0
08:30	1	1	0	0
08:45	0	2	0	1
09:00	0	0	0	0
09:15	0	1	0	2
09:30	1	2	0	1
09:45	0	0	0	1

	Pedestrians			
Leg:	North	East	South	West
16:00	0	17	6	0
16:15	1	19	6	0
16:30	0	15	2	0
16:45	1	24	3	0
17:00	0	20	6	0
17:15	0	14	5	0
17:30	0	12	9	0
17:45	0	17	6	0
18:00	1	35	3	0
18:15	0	9	3	0
18:30	1	20	5	0
18:45	1	25	8	0

	Bicycle			
Leg:	North	East	South	West
16:00	0	0	0	3
16:15	0	0	0	1
16:30	0	1	0	2
16:45	0	0	0	1
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	1	0	3
17:45	0	0	0	2
18:00	0	2	0	2
18:15	0	2	0	0
18:30	0	1	1	0
18:45	0	1	0	0

Location ID: 3a
North/South: Argyle Ave
East/West: Franklin Ave/US-101 NB Ramps
Date: 5/12/15
City: Hollywood, CA

Turns onto US-101 NB Ramps AM

	Southbound	*Westbound*	*Northbound*	*Eastbound*	
	1	**4**	**7**	**10**	Totals:
Movements:	R	T	L	U-Turn	
07:00	5	103	19	44	171
07:15	3	105	23	39	170
07:30	15	104	25	56	200
07:45	8	178	28	42	256
08:00	12	121	39	45	217
08:15	11	179	50	37	277
08:30	12	137	59	56	264
08:45	15	196	35	34	280
09:00	13	126	42	38	219
09:15	10	154	40	54	258
09:30	13	113	35	51	212
09:45	7	174	28	47	256
Total Volume:	124	1690	423	543	2780
Peak Hr Begin:	8:00				
PHV	50	633	183	172	1038

Turns onto US-101 NB Ramps PM

	Southbound	*Westbound*	*Northbound*	*Eastbound*	
	1	**4**	**7**	**10**	Totals:
Movements:	R	T	L	U-Turn	
15:00	10	136	74	61	281
15:15	11	154	61	46	272
15:30	11	173	70	46	300
15:45	9	170	72	50	301
16:00	15	137	82	47	281
16:15	8	169	75	48	300
16:30	9	132	91	46	278
16:45	4	146	83	39	272
17:00	3	166	81	45	295
17:15	9	169	129	38	345
17:30	13	177	91	42	323
17:45	6	128	97	40	271
Total Volume:	108	1857	1006	548	3519
Peak Hr Begin:	16:45				
PHV	29	658	384	164	1235

Location ID: 4
North/South: Gower St
East/West: Franklin Ave

Date: 05/12/15
City: Hollywood, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	7	13	2	0	203	30	26	4	31	10	105	0	431
07:15	7	10	3	3	238	47	67	11	45	7	125	0	563
07:30	8	25	12	2	303	53	84	6	47	5	115	1	661
07:45	8	24	5	3	320	55	82	5	64	8	129	1	704
08:00	15	30	8	3	266	57	87	12	69	7	128	0	682
08:15	16	29	3	1	327	45	60	7	71	7	86	3	655
08:30	10	29	6	0	319	53	71	10	59	19	120	3	699
08:45	16	42	4	2	308	48	65	14	57	9	127	1	693
09:00	14	42	6	1	298	55	67	20	64	14	123	2	706
09:15	10	30	2	2	304	38	72	15	70	15	109	3	670
09:30	12	37	7	2	310	33	42	15	59	12	118	6	653
09:45	10	25	4	5	304	35	64	15	48	9	132	3	654
Total Volume:	133	336	62	24	3500	549	787	134	684	122	1417	23	7771
Approach %	25%	63%	12%	1%	86%	13%	49%	8%	43%	8%	91%	1%	
Peak Hr Begin:	8:30												
PHV	50	143	18	5	1229	194	275	59	250	57	479	9	2768
PHF		0.851			0.960			0.930			0.960		0.980

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	5	12	6	0	238	43	103	27	77	7	205	4	727
15:15	8	15	4	1	237	35	123	27	91	10	229	3	783
15:30	5	19	6	0	228	37	102	25	100	14	221	7	764
15:45	11	27	2	3	232	36	114	29	65	11	220	5	755
16:00	7	21	5	2	233	34	90	30	99	9	235	3	768
16:15	11	13	5	2	227	30	103	30	89	12	223	11	756
16:30	8	22	9	1	218	25	100	35	93	10	229	3	753
16:45	0	22	4	4	236	32	117	37	89	12	220	5	778
17:00	6	26	5	6	216	20	111	29	99	14	238	1	771
17:15	4	19	5	6	213	30	129	39	111	11	213	6	786
17:30	4	21	6	2	222	26	100	29	97	11	258	3	779
17:45	9	18	7	2	223	41	109	40	101	9	182	4	745
Total Volume:	78	235	64	29	2723	389	1301	377	1111	130	2673	55	9165
Approach %	21%	62%	17%	1%	87%	12%	47%	14%	40%	5%	94%	2%	
Peak Hr Begin:	16:45												
PHV	14	88	20	18	887	108	457	134	396	48	929	15	3114
PHF		0.824			0.931			0.884			0.912		0.990

	Pedestrians			
Leg:	North	East	South	West
07:00	3	3	2	0
07:15	6	3	1	0
07:30	10	3	2	0
07:45	9	4	2	0
08:00	10	12	4	0
08:15	10	9	3	0
08:30	0	5	0	0
08:45	9	5	1	0
09:00	9	8	1	0
09:15	8	4	2	3
09:30	4	5	3	0
09:45	9	8	3	0

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	1
07:15	0	1	0	0
07:30	0	0	0	0
07:45	0	0	0	0
08:00	0	0	0	0
08:15	1	0	0	0
08:30	2	2	0	1
08:45	0	1	0	1
09:00	0	0	0	0
09:15	0	2	0	3
09:30	1	1	0	1
09:45	1	2	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	8	5	7	3
16:15	16	10	4	0
16:30	17	9	8	0
16:45	8	6	1	0
17:00	6	4	0	0
17:15	15	15	3	0
17:30	5	10	1	0
17:45	5	5	1	0
18:00	10	11	4	0
18:15	5	7	1	0
18:30	12	19	1	1
18:45	11	5	1	0

	Bicycle			
Leg:	North	East	South	West
16:00	1	0	0	1
16:15	1	1	1	2
16:30	0	0	0	0
16:45	0	0	0	1
17:00	0	1	1	0
17:15	0	0	1	0
17:30	0	0	1	3
17:45	0	1	0	0
18:00	0	0	1	2
18:15	3	2	0	0
18:30	0	0	1	0
18:45	1	2	0	0

Location ID: 5
North/South: Beachwood Dr
East/West: Franklin Ave

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	28	0	15	8	211	1	2	1	1	0	119	14	400
07:15	29	0	25	9	261	0	4	6	4	1	173	16	528
07:30	38	0	30	25	320	1	10	10	2	0	194	18	648
07:45	38	0	35	31	333	1	9	3	4	2	192	18	666
08:00	41	0	56	32	294	0	8	21	2	4	177	34	669
08:15	46	0	51	24	327	1	5	11	2	0	135	21	623
08:30	53	0	41	16	310	1	5	11	1	0	161	28	627
08:45	51	0	40	22	313	2	9	13	5	0	176	28	659
09:00	47	0	44	24	291	1	6	9	2	2	158	31	615
09:15	45	0	50	27	290	2	7	8	1	0	155	25	610
09:30	50	0	33	25	306	0	4	6	2	0	145	20	591
09:45	51	0	45	38	291	0	4	10	2	2	157	33	633
Total Volume:	517	0	465	281	3547	10	73	109	28	11	1942	286	7269
Approach %	53%	0%	47%	7%	92%	0%	35%	52%	13%	0%	87%	13%	
Peak Hr Begin:	7:30												
PHV	163	0	172	112	1274	3	32	45	10	6	698	91	2606
PHF	0.863			0.951			0.702			0.924			0.974

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	60	0	58	46	209	1	5	16	7	1	272	43	718
15:15	44	0	58	40	225	2	10	9	5	2	299	44	738
15:30	38	0	47	35	222	1	4	9	5	0	276	54	691
15:45	46	1	47	48	214	1	6	14	5	1	277	50	710
16:00	49	0	34	47	221	3	3	12	1	1	302	45	718
16:15	43	2	47	55	208	0	5	10	6	0	275	43	694
16:30	26	0	43	47	212	2	3	12	6	1	291	39	682
16:45	44	1	48	45	211	0	5	13	3	1	296	54	721
17:00	35	1	55	39	214	1	2	8	7	2	284	50	698
17:15	35	1	44	45	195	1	7	14	0	1	300	46	689
17:30	31	0	31	66	230	3	5	11	2	2	310	47	738
17:45	38	1	35	55	192	3	7	14	4	0	258	48	655
Total Volume:	489	7	547	568	2553	18	62	142	51	12	3440	563	8452
Approach %	47%	1%	52%	18%	81%	1%	24%	56%	20%	0%	86%	14%	
Peak Hr Begin:	15:00												
PHV	188	1	210	169	870	5	25	48	22	4	1124	191	2857
PHF	0.845			0.978			0.848			0.956			0.968

	Pedestrians			
Leg:	North	East	South	West
07:00	3	2	7	1
07:15	6	4	4	3
07:30	13	2	13	5
07:45	19	1	17	8
08:00	23	15	23	5
08:15	10	1	8	3
08:30	9	2	7	2
08:45	8	1	9	1
09:00	8	2	5	5
09:15	6	2	3	2
09:30	5	1	5	0
09:45	14	1	9	8

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	1
07:15	0	1	0	0
07:30	0	1	0	0
07:45	0	1	0	0
08:00	0	1	0	0
08:15	0	1	0	0
08:30	0	3	0	1
08:45	0	1	0	1
09:00	0	1	0	0
09:15	0	1	0	3
09:30	0	2	0	1
09:45	1	1	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	16	1	11	2
16:15	14	4	10	3
16:30	23	1	12	11
16:45	22	3	10	5
17:00	10	0	6	4
17:15	15	0	7	3
17:30	12	4	12	3
17:45	8	3	10	3
18:00	19	1	11	2
18:15	11	5	16	4
18:30	25	1	15	1
18:45	13	0	17	4

	Bicycle			
Leg:	North	East	South	West
16:00	0	1	0	2
16:15	1	3	1	3
16:30	0	0	1	0
16:45	0	0	0	2
17:00	1	0	0	0
17:15	0	1	0	1
17:30	0	2	0	4
17:45	0	0	0	2
18:00	1	0	0	1
18:15	0	3	0	1
18:30	0	1	0	0
18:45	0	2	0	0

Location ID: 6
North/South: Bronson Ave
East/West: Franklin Ave

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	8	11	7	3	188	20	12	9	2	7	117	7	391
07:15	16	23	17	2	233	23	16	10	4	6	162	14	526
07:30	15	26	19	6	286	24	12	8	8	24	203	15	646
07:45	27	33	17	16	298	51	19	33	6	20	167	25	712
08:00	24	41	20	22	276	34	19	32	4	34	202	24	732
08:15	22	47	23	6	274	51	30	14	12	23	143	18	663
08:30	20	39	20	7	286	46	28	31	10	22	167	15	691
08:45	14	43	23	8	286	63	16	18	8	31	163	24	697
09:00	20	52	16	10	244	56	19	22	7	23	163	23	655
09:15	23	36	21	8	270	38	21	15	8	25	160	22	647
09:30	13	36	27	6	284	49	25	22	6	14	151	16	649
09:45	24	43	10	11	271	55	24	16	17	11	166	23	671
Total Volume:	226	430	220	105	3196	510	241	230	92	240	1964	226	7680
Approach %	26%	49%	25%	3%	84%	13%	43%	41%	16%	10%	81%	9%	
Peak Hr Begin:	7:45												
PHV	93	160	80	51	1134	182	96	110	32	99	679	82	2798
PHF	0.905			0.936			1.026			0.827			0.956

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	19	32	25	8	205	25	34	27	10	11	253	32	681
15:15	28	36	25	11	224	26	49	27	9	12	295	35	777
15:30	21	17	22	12	211	23	36	39	11	12	265	36	705
15:45	34	22	23	11	227	25	30	33	5	17	280	25	732
16:00	22	23	30	9	216	26	53	27	13	8	255	35	717
16:15	30	24	27	7	217	33	49	29	7	11	288	20	742
16:30	27	23	28	14	213	17	34	22	11	14	261	28	692
16:45	20	22	20	12	202	31	55	41	12	20	251	36	722
17:00	32	33	29	13	234	20	45	33	14	10	300	25	788
17:15	21	28	27	9	203	32	60	37	9	10	276	32	744
17:30	22	39	17	14	232	33	67	34	9	17	279	27	790
17:45	19	24	24	14	173	24	80	31	16	17	225	27	674
Total Volume:	295	323	297	134	2557	315	592	380	126	159	3228	358	8764
Approach %	32%	35%	32%	4%	85%	10%	54%	35%	11%	4%	86%	10%	
Peak Hr Begin:	16:45												
PHV	95	122	93	48	871	116	227	145	44	57	1106	120	3044
PHF	0.871			0.984			1.209			0.938			0.979

	Pedestrians			
Leg:	North	East	South	West
07:00	8	1	2	4
07:15	3	1	5	4
07:30	6	0	7	7
07:45	8	0	10	16
08:00	19	1	16	24
08:15	11	0	7	9
08:30	3	0	4	3
08:45	7	1	9	4
09:00	8	0	8	10
09:15	3	0	12	10
09:30	16	0	6	8
09:45	9	0	10	11

	Bicycle			
Leg:	North	East	South	West
07:00	2	0	0	1
07:15	1	0	1	0
07:30	0	0	0	0
07:45	1	1	0	0
08:00	1	1	0	0
08:15	0	1	0	0
08:30	3	3	4	0
08:45	0	2	3	1
09:00	0	1	0	0
09:15	0	1	1	3
09:30	0	1	0	0
09:45	0	1	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	23	0	4	17
16:15	26	0	5	14
16:30	17	1	19	13
16:45	27	1	15	13
17:00	20	0	6	21
17:15	23	0	11	14
17:30	20	0	7	19
17:45	26	0	13	20
18:00	27	0	9	18
18:15	16	0	10	10
18:30	31	0	8	32
18:45	13	0	13	20

	Bicycle			
Leg:	North	East	South	West
16:00	0	1	0	2
16:15	0	2	1	1
16:30	0	1	1	1
16:45	0	1	0	3
17:00	1	1	0	0
17:15	1	0	0	1
17:30	0	3	0	3
17:45	0	0	0	0
18:00	0	1	0	3
18:15	0	2	0	0
18:30	0	1	0	2
18:45	0	0	2	0

WILTEC

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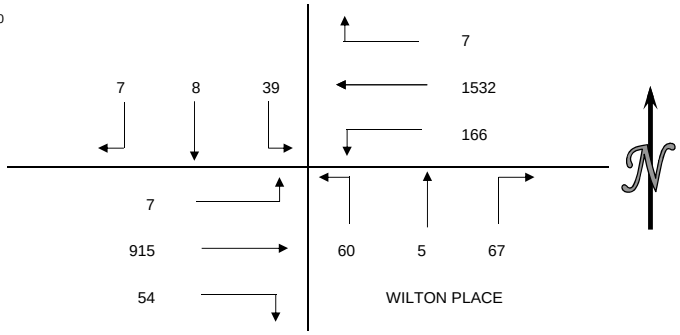
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILTON PLACE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	0	3	0	227	15	12	0	10	5	111	0	385
715-730	1	1	6	0	346	27	16	2	5	9	175	1	589
730-745	0	5	10	1	325	33	14	2	13	11	214	0	628
745-800	3	2	8	1	378	36	16	3	10	14	218	4	693
800-815	2	4	12	1	415	31	15	3	12	22	224	4	745
815-830	2	2	9	3	383	35	18	0	14	10	222	2	700
830-845	1	1	6	2	369	45	14	2	13	13	240	0	706
845-900	2	1	12	1	365	55	20	0	21	9	229	1	716
900-915	2	3	4	0	372	36	20	0	27	5	195	2	666
915-930	1	3	7	0	362	40	21	1	26	14	222	1	698
930-945	4	1	2	0	359	45	16	3	14	14	194	0	652
945-1000	4	3	8	1	335	35	11	2	12	14	219	0	644
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	6	8	27	2	1276	111	58	7	38	39	718	5	2295
715-815	6	12	36	3	1464	127	61	10	40	56	831	9	2655
730-830	7	13	39	6	1501	135	63	8	49	57	878	10	2766
745-845	8	9	35	7	1545	147	63	8	49	59	904	10	2844
800-900	7	8	39	7	1532	166	67	5	60	54	915	7	2867
815-915	7	7	31	6	1489	171	72	2	75	37	886	5	2788
830-930	6	8	29	3	1468	176	75	3	87	41	886	4	2786
845-945	9	8	25	1	1458	176	77	4	88	42	840	4	2732
900-1000	11	10	21	1	1428	156	68	6	79	47	830	3	2660

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	2	2	4	14
715-730	5	4	9	0	18
730-745	6	5	9	2	22
745-800	2	0	7	11	20
800-815	2	6	5	14	27
815-830	9	1	8	4	22
830-845	8	3	13	10	34
854-900	7	7	9	3	26
900-915	5	2	2	2	11
915-930	3	1	12	3	19
930-945	7	2	7	3	19
945-1000	5	5	13	7	30
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	19	11	27	17	74
715-815	15	15	30	27	87
730-830	19	12	29	31	91
745-845	21	10	33	39	103
800-900	26	17	35	31	109
815-915	29	13	32	19	93
830-930	23	13	36	18	90
845-945	22	12	30	11	75
900-1000	20	10	34	15	79

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	1	0	0	1
730-745	0	0	1	0	1
745-800	2	1	1	0	4
800-815	0	0	1	0	1
815-830	3	0	0	0	3
830-845	0	0	1	0	1
845-900	3	0	-5	0	-2
900-915	3	0	0	0	3
915-930	1	1	0	0	2
930-945	0	0	0	0	0
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	3	0	7
715-815	2	2	3	0	7
730-830	5	1	3	0	9
745-845	5	1	3	0	9
800-900	6	0	-3	0	3
815-915	9	0	-4	0	5
830-930	7	1	-4	0	4
845-945	7	1	-5	0	3
900-1000	4	2	0	0	6

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

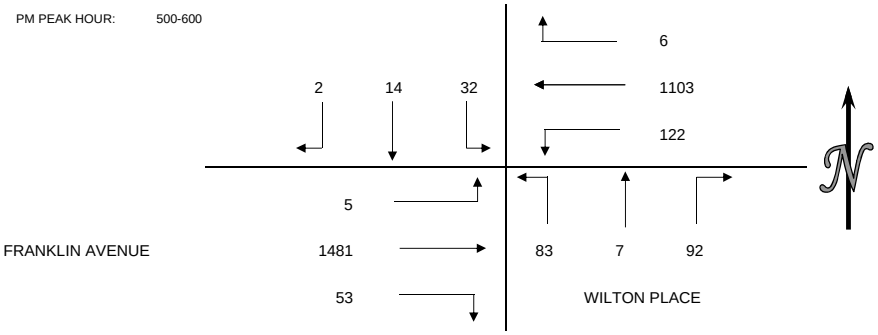
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		TUESDAY MAY 19 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	WILTON PLACE
	E/W	FRANKLIN AVENUE
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	3	6	3	271	20	24	0	18	26	325	0	696
315-330	0	2	11	1	254	31	26	0	14	17	320	2	678
330-345	2	2	6	2	258	30	22	0	14	13	313	0	662
345-400	0	2	6	3	256	27	15	1	22	17	331	0	680
400-415	2	2	5	1	281	23	17	0	23	13	363	0	730
415-430	1	2	7	3	265	19	23	5	25	24	367	2	743
430-445	1	4	5	3	263	22	31	2	27	19	328	0	705
445-500	2	3	2	5	270	31	20	3	13	18	352	0	719
500-515	0	5	8	0	263	28	18	0	21	9	376	2	730
515-530	0	3	12	2	276	30	26	3	24	11	367	3	757
530-545	1	4	6	2	288	32	29	3	20	15	358	0	758
545-600	1	2	6	2	276	32	19	1	18	18	380	0	755
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	2	9	29	9	1039	108	87	1	68	73	1289	2	2716
315-415	4	8	28	7	1049	111	80	1	73	60	1327	2	2750
330-430	5	8	24	9	1060	99	77	6	84	67	1374	2	2815
345-445	4	10	23	10	1065	91	86	8	97	73	1389	2	2858
400-500	6	11	19	12	1079	95	91	10	88	74	1410	2	2897
415-515	4	14	22	11	1061	100	92	10	86	70	1423	4	2897
430-530	3	15	27	10	1072	111	95	8	85	57	1423	5	2911
445-545	3	15	28	9	1097	121	93	9	78	53	1453	5	2964
500-600	2	14	32	6	1103	122	92	7	83	53	1481	5	3000

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	5	10	0	18
315-330	3	1	4	0	8
330-345	2	1	10	5	18
345-400	5	2	9	2	18
400-415	6	2	6	5	19
415-430	8	2	7	1	18
430-445	6	2	11	4	23
445-500	10	3	9	2	24
500-515	11	2	6	3	22
515-530	5	2	8	2	17
530-545	8	3	12	9	32
545-600	5	2	8	0	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	13	9	33	7	62
315-415	16	6	29	12	63
330-430	21	7	32	13	73
345-445	25	8	33	12	78
400-500	30	9	33	12	84
415-515	35	9	33	10	87
430-530	32	9	34	11	86
445-545	34	10	35	16	95
500-600	29	9	34	14	86

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	1	4	1	8
315-330	3	5	10	1	19
330-345	4	0	2	1	7
345-400	4	0	1	0	5
400-415	2	5	1	2	10
415-430	12	0	1	0	13
430-445	4	0	1	0	5
445-500	2	0	0	1	3
500-515	3	0	2	0	5
515-530	2	0	1	1	4
530-545	0	0	1	0	1
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	13	6	17	3	39
315-415	13	10	14	4	41
330-430	22	5	5	3	35
345-445	22	5	4	2	33
400-500	20	5	3	3	31
415-515	21	0	4	1	26
430-530	11	0	4	2	17
445-545	7	0	4	2	13
500-600	6	0	4	1	11

WILTEC

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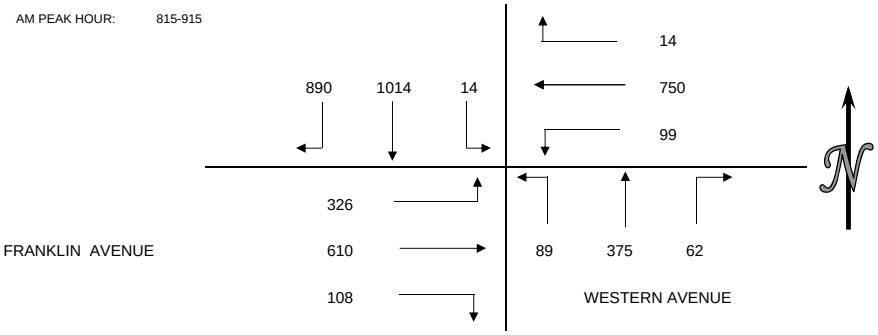
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WESTERN AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	185	219	10	3	95	11	6	80	7	10	59	47	732
715-730	219	274	34	4	115	19	9	105	12	19	87	79	976
730-745	171	209	40	4	194	24	14	104	16	30	122	89	1017
745-800	183	244	27	0	201	40	10	83	10	29	142	77	1046
800-815	192	235	14	3	199	23	7	75	21	33	152	69	1023
815-830	211	245	3	0	183	28	23	93	23	20	154	71	1054
830-845	210	234	7	3	198	23	18	94	25	19	176	91	1098
845-900	228	280	4	5	183	30	10	83	19	35	157	81	1115
900-915	241	255	0	6	186	18	11	105	22	34	123	83	1084
915-930	221	215	2	5	176	24	13	102	16	16	136	82	1008
930-945	211	229	5	2	141	30	17	87	27	22	116	68	955
945-1000	199	201	1	4	139	22	17	89	21	33	139	89	954
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	758	946	111	11	605	94	39	372	45	88	410	292	3771
715-815	765	962	115	11	709	106	40	367	59	111	503	314	4062
730-830	757	933	84	7	777	115	54	355	70	112	570	306	4140
745-845	796	958	51	6	781	114	58	345	79	101	624	308	4221
800-900	841	994	28	11	763	104	58	345	88	107	639	312	4290
815-915	890	1014	14	14	750	99	62	375	89	108	610	326	4351
830-930	900	984	13	19	743	95	52	384	82	104	592	337	4305
845-945	901	979	11	18	686	102	51	377	84	107	532	314	4162
900-1000	872	900	8	17	642	94	58	383	86	105	514	322	4001

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	10	7	5	26
715-730	4	8	5	2	19
730-745	6	5	7	9	27
745-800	10	15	7	9	41
800-815	3	16	15	11	45
815-830	5	16	10	11	42
830-845	6	12	4	11	33
854-900	7	21	6	12	46
900-915	4	12	7	7	30
915-930	2	11	8	10	31
930-945	3	12	7	2	24
945-1000	7	7	6	11	31
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	24	38	26	25	113
715-815	23	44	34	31	132
730-830	24	52	39	40	155
745-845	24	59	36	42	161
800-900	21	65	35	45	166
815-915	22	61	27	41	151
830-930	19	56	25	40	140
845-945	16	56	28	31	131
900-1000	16	42	28	30	116

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	0	1	0	2
730-745	2	0	0	2	4
745-800	0	0	1	0	1
800-815	1	0	2	1	4
815-830	3	0	0	1	4
830-845	2	1	3	0	6
845-900	0	0	0	0	0
900-915	1	0	3	0	4
915-930	0	1	1	0	2
930-945	1	0	0	0	1
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	2	2	7
715-815	4	0	4	3	11
730-830	6	0	3	4	13
745-845	6	1	6	2	15
800-900	6	1	5	2	14
815-915	6	1	6	1	14
830-930	3	2	7	0	12
845-945	2	1	4	0	7
900-1000	2	2	4	0	8

WILTEC

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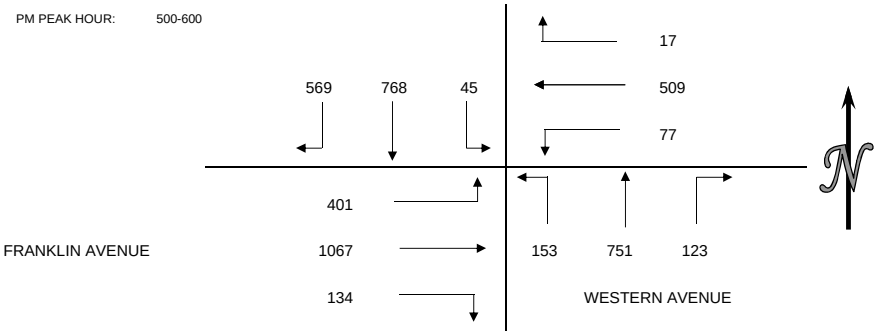
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WESTERN AVENUE
E/W FRANKLIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	126	172	17	2	128	17	26	156	30	33	166	103	976
315-330	131	149	8	6	131	21	27	144	39	35	227	99	1017
330-345	142	157	19	4	125	22	17	173	29	33	242	95	1058
345-400	126	146	4	6	132	14	24	158	42	30	263	108	1053
400-415	124	160	13	5	146	11	17	175	45	33	257	90	1076
415-430	135	179	12	8	117	25	25	170	33	24	260	101	1089
430-445	131	140	13	8	140	25	25	183	34	45	248	89	1081
445-500	117	163	14	5	144	11	23	191	34	34	244	92	1072
500-515	111	190	9	4	119	18	35	197	37	32	235	100	1087
515-530	148	186	11	6	141	23	29	194	41	26	302	101	1208
530-545	144	194	16	3	117	20	29	176	37	40	227	91	1094
545-600	166	198	9	4	132	16	30	184	38	36	303	109	1225
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	525	624	48	18	516	74	94	631	140	131	898	405	4104
315-415	523	612	44	21	534	68	85	650	155	131	989	392	4204
330-430	527	642	48	23	520	72	83	676	149	120	1022	394	4276
345-445	516	625	42	27	535	75	91	686	154	132	1028	388	4299
400-500	507	642	52	26	547	72	90	719	146	136	1009	372	4318
415-515	494	672	48	25	520	79	108	741	138	135	987	382	4329
430-530	507	679	47	23	544	77	112	765	146	137	1029	382	4448
445-545	520	733	50	18	521	72	116	758	149	132	1008	384	4461
500-600	569	768	45	17	509	77	123	751	153	134	1067	401	4614

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	5	4	21	31
315-330	12	12	6	19	49
330-345	14	13	14	34	75
345-400	4	7	9	16	36
400-415	8	13	11	34	66
415-430	4	18	8	16	46
430-445	8	13	7	15	43
445-500	5	6	6	14	31
500-515	6	9	6	7	28
515-530	4	9	8	7	28
530-545	2	6	10	8	26
545-600	2	13	13	10	38
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	31	37	33	90	191
315-415	38	45	40	103	226
330-430	30	51	42	100	223
345-445	24	51	35	81	191
400-500	25	50	32	79	186
415-515	23	46	27	52	148
430-530	23	37	27	43	130
445-545	17	30	30	36	113
500-600	14	37	37	32	120

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	2	0	2
315-330	1	0	1	1	3
330-345	0	0	0	0	0
345-400	1	2	2	0	5
400-415	1	0	0	0	1
415-430	0	0	1	1	2
430-445	1	0	4	0	5
445-500	0	0	0	0	0
500-515	1	1	0	0	2
515-530	1	0	1	0	2
530-545	2	0	1	2	5
545-600	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	2	5	1	10
315-415	3	2	3	1	9
330-430	2	2	3	1	8
345-445	3	2	7	1	13
400-500	2	0	5	1	8
415-515	2	1	5	1	9
430-530	3	1	5	0	9
445-545	4	1	2	2	9
500-600	6	1	2	2	11

WILTEC

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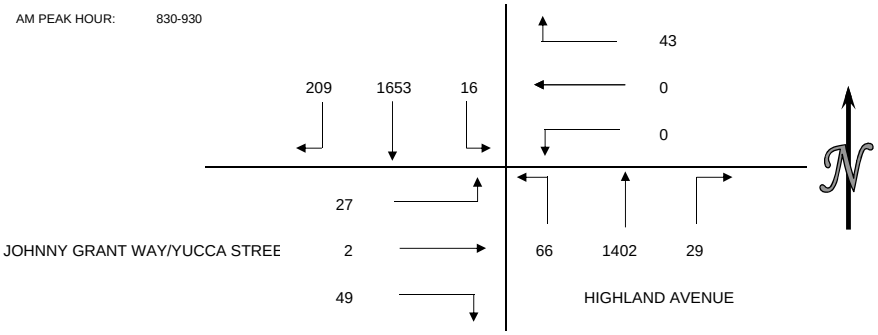
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W JOHNNY GRANT WAY/YUCCA STREET
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	486	5	6	0	0	4	282	10	5	0	4	809
715-730	18	488	1	3	0	0	3	267	7	4	0	0	791
730-745	21	429	2	6	0	0	3	334	17	8	1	7	828
745-800	16	465	4	12	0	0	5	352	10	5	0	3	872
800-815	21	404	7	10	0	0	5	349	13	9	0	2	820
815-830	30	418	3	4	0	0	7	364	16	7	0	6	855
830-845	38	401	2	11	0	0	3	357	17	11	0	2	842
845-900	64	394	4	11	0	0	7	322	14	11	0	9	836
900-915	41	409	1	8	0	0	8	358	20	15	0	8	868
915-930	66	449	9	13	0	0	11	365	15	12	2	8	950
930-945	35	420	8	16	0	0	8	289	3	16	19	7	821
945-1000	43	400	10	5	0	0	12	325	9	8	1	6	819
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	62	1868	12	27	0	0	15	1235	44	22	1	14	3300
715-815	76	1786	14	31	0	0	16	1302	47	26	1	12	3311
730-830	88	1716	16	32	0	0	20	1399	56	29	1	18	3375
745-845	105	1688	16	37	0	0	20	1422	56	32	0	13	3389
800-900	153	1617	16	36	0	0	22	1392	60	38	0	19	3353
815-915	173	1622	10	34	0	0	25	1401	67	44	0	25	3401
830-930	209	1653	16	43	0	0	29	1402	66	49	2	27	3496
845-945	206	1672	22	48	0	0	34	1334	52	54	21	32	3475
900-1000	185	1678	28	42	0	0	39	1337	47	51	22	29	3458

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	7	8	20	35
715-730	0	6	3	25	34
730-745	0	20	17	25	62
745-800	0	10	7	9	26
800-815	0	43	11	46	100
815-830	0	16	13	52	81
830-845	0	24	22	32	78
854-900	0	16	25	40	81
900-915	0	23	14	33	70
915-930	0	21	21	33	75
930-945	0	29	12	30	71
945-1000	0	31	21	34	86
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	43	35	79	157
715-815	0	79	38	105	222
730-830	0	89	48	132	269
745-845	0	93	53	139	285
800-900	0	99	71	170	340
815-915	0	79	74	157	310
830-930	0	84	82	138	304
845-945	0	89	72	136	297
900-1000	0	104	68	130	302

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	1	0	1	2
730-745	0	0	0	4	4
745-800	0	0	0	1	1
800-815	0	0	1	2	3
815-830	0	0	0	1	1
830-845	0	0	0	2	2
845-900	0	1	0	1	2
900-915	0	1	0	1	2
915-930	0	0	0	1	1
930-945	0	1	0	0	1
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	7	8
715-815	0	1	1	8	10
730-830	0	0	1	8	9
745-845	0	0	1	6	7
800-900	0	1	1	6	8
815-915	0	2	0	5	7
830-930	0	2	0	5	7
845-945	0	3	0	3	6
900-1000	0	2	1	2	5

WILTEC

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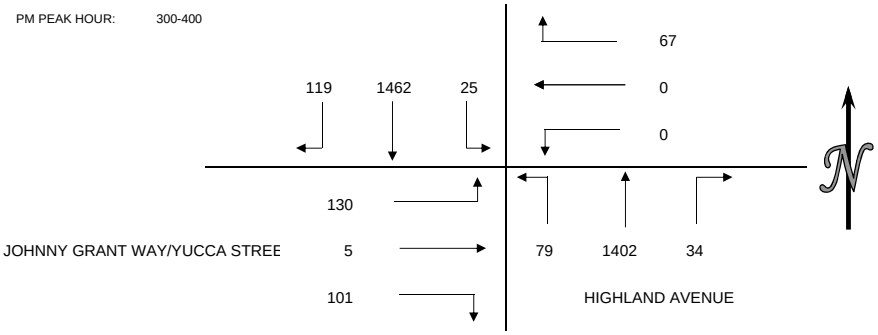
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W JOHNNY GRANT WAY/YUCCA STREET
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	30	367	8	11	0	0	15	354	12	26	0	31	854
315-330	27	402	3	25	0	0	6	374	16	18	0	33	904
330-345	20	353	8	16	0	0	5	344	28	30	3	37	844
345-400	42	340	6	15	0	0	8	330	23	27	2	29	822
400-415	47	339	9	18	0	0	2	297	28	26	3	40	809
415-430	35	391	4	20	0	0	9	327	21	25	0	33	865
430-445	33	327	4	15	0	0	8	292	26	21	1	28	755
445-500	40	376	9	25	0	0	8	326	25	24	0	35	868
500-515	47	380	4	33	0	0	2	239	11	39	2	33	790
515-530	30	347	1	30	0	0	9	285	18	33	0	29	782
530-545	32	342	4	42	0	0	5	268	12	31	2	50	788
545-600	27	328	6	30	0	0	6	273	23	23	0	31	747
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	119	1462	25	67	0	0	34	1402	79	101	5	130	3424
315-415	136	1434	26	74	0	0	21	1345	95	101	8	139	3379
330-430	144	1423	27	69	0	0	24	1298	100	108	8	139	3340
345-445	157	1397	23	68	0	0	27	1246	98	99	6	130	3251
400-500	155	1433	26	78	0	0	27	1242	100	96	4	136	3297
415-515	155	1474	21	93	0	0	27	1184	83	109	3	129	3278
430-530	150	1430	18	103	0	0	27	1142	80	117	3	125	3195
445-545	149	1445	18	130	0	0	24	1118	66	127	4	147	3228
500-600	136	1397	15	135	0	0	22	1065	64	126	4	143	3107

PM PEAK HOUR: 300-400



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	22	19	47	88
315-330	0	67	58	52	177
330-345	0	38	50	58	146
345-400	0	46	40	43	129
400-415	0	24	50	44	118
415-430	0	25	32	54	111
430-445	0	17	45	55	117
445-500	0	18	46	62	126
500-515	0	41	50	53	144
515-530	0	36	47	39	122
530-545	0	24	52	82	158
545-600	0	38	50	56	144
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	173	167	200	540
315-415	0	175	198	197	570
330-430	0	133	172	199	504
345-445	0	112	167	196	475
400-500	0	84	173	215	472
415-515	0	101	173	224	498
430-530	0	112	188	209	509
445-545	0	119	195	236	550
500-600	0	139	199	230	568

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	4	0	4
315-330	0	0	0	1	1
330-345	0	4	0	3	7
345-400	0	0	0	2	2
400-415	0	1	0	3	4
415-430	0	0	0	3	3
430-445	0	0	0	2	2
445-500	0	1	1	0	2
500-515	0	1	0	4	5
515-530	0	0	0	0	0
530-545	0	2	1	0	3
545-600	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	4	4	6	14
315-415	0	5	0	9	14
330-430	0	5	0	11	16
345-445	0	1	0	10	11
400-500	0	2	1	8	11
415-515	0	2	1	9	12
430-530	0	2	1	6	9
445-545	0	4	2	4	10
500-600	0	4	1	5	10

Location ID: 7
North/South: Cahuenga Blvd
East/West: Yucca St

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	2	227	12	11	4	3	4	61	1	1	4	3	333
07:15	2	256	7	8	4	4	2	88	1	4	3	3	382
07:30	4	369	10	9	7	9	2	82	3	6	4	9	514
07:45	11	376	10	24	10	26	4	96	0	3	4	12	576
08:00	5	365	17	18	10	28	4	123	1	2	7	15	595
08:15	1	365	7	15	12	10	6	157	1	5	5	14	598
08:30	11	339	19	22	11	20	5	174	4	2	3	15	625
08:45	7	394	10	21	20	28	5	213	2	2	6	10	718
09:00	8	339	16	22	13	21	8	155	2	4	11	8	607
09:15	9	352	17	18	5	14	5	133	3	2	8	13	579
09:30	4	376	17	21	8	15	5	123	7	3	6	8	593
09:45	10	350	16	15	20	9	5	141	2	3	9	6	586
Total Volume:	74	4108	158	204	124	187	55	1546	27	37	70	116	6706
Approach %	2%	95%	4%	40%	24%	36%	3%	95%	2%	17%	31%	52%	
Peak Hr Begin:	8:15												
PHV	27	1437	52	80	56	79	24	699	9	13	25	47	2548
PHF	0.922			0.779			0.832			0.885			0.887

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	154	13	33	5	5	10	239	8	3	9	19	508
15:15	12	158	14	42	14	8	5	267	6	3	9	23	561
15:30	5	168	16	48	12	8	12	289	3	4	19	23	607
15:45	5	177	16	43	11	5	11	281	11	4	12	27	603
16:00	15	123	14	65	15	3	7	268	6	2	16	37	571
16:15	7	172	8	62	17	8	5	311	12	4	9	32	647
16:30	6	160	9	52	21	6	9	294	10	7	12	29	615
16:45	6	152	15	74	14	5	10	316	4	2	15	25	638
17:00	6	154	16	75	15	3	7	273	9	5	13	41	617
17:15	15	116	15	74	12	5	9	268	8	7	9	36	574
17:30	8	163	17	83	12	9	12	261	11	6	17	37	636
17:45	10	173	13	80	15	5	14	224	5	5	18	35	597
Total Volume:	105	1870	166	731	163	70	111	3291	93	52	158	364	7174
Approach %	5%	87%	8%	76%	17%	7%	3%	94%	3%	9%	28%	63%	
Peak Hr Begin:	16:15												
PHV	25	638	48	263	67	22	31	1194	35	18	49	127	2517
PHF	0.951			0.946			0.955			0.822			0.973

	Pedestrians			
Leg:	North	East	South	West
07:00	2	8	7	6
07:15	4	5	3	3
07:30	3	7	7	7
07:45	13	15	20	9
08:00	5	11	10	5
08:15	8	10	9	5
08:30	3	9	9	4
08:45	12	14	19	7
09:00	8	14	11	5
09:15	6	13	8	9
09:30	10	14	3	7
09:45	8	12	16	8

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	1	0	0
07:30	0	0	0	0
07:45	0	0	0	0
08:00	0	1	1	0
08:15	0	0	0	0
08:30	3	0	2	0
08:45	0	0	0	0
09:00	0	0	0	0
09:15	0	0	0	0
09:30	0	0	0	1
09:45	0	1	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	14	9	14	17
16:15	13	23	21	8
16:30	20	27	21	18
16:45	17	37	26	13
17:00	24	26	18	15
17:15	18	14	12	20
17:30	23	21	10	18
17:45	19	12	25	25
18:00	29	17	11	26
18:15	21	28	28	15
18:30	18	22	24	15
18:45	14	17	23	18

	Bicycle			
Leg:	North	East	South	West
16:00	1	0	2	1
16:15	0	0	0	1
16:30	0	0	1	1
16:45	0	2	2	0
17:00	1	1	1	0
17:15	0	0	0	2
17:30	0	1	4	0
17:45	0	0	0	0
18:00	2	0	2	1
18:15	0	0	0	0
18:30	0	1	0	0
18:45	0	0	1	1

Location ID: 8
North/South: Ivar Ave
East/West: Yucca St

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	2	0	0	1	9	8	3	0	1	8	14	2	48
07:15	2	3	0	1	11	12	1	1	4	4	12	0	51
07:30	2	1	0	1	22	19	4	1	1	8	14	1	74
07:45	3	0	1	6	47	42	1	1	5	10	11	1	128
08:00	5	1	2	6	48	60	9	0	3	7	16	5	162
08:15	4	1	0	3	33	58	12	0	6	8	12	2	139
08:30	3	1	1	1	41	73	8	1	13	12	17	1	172
08:45	2	1	0	3	58	89	18	0	3	10	9	1	194
09:00	1	5	1	2	45	78	6	1	6	13	16	3	177
09:15	2	3	0	4	28	84	10	1	6	12	20	3	173
09:30	1	0	3	2	35	48	11	2	5	9	16	2	134
09:45	0	0	1	5	35	60	10	1	11	9	18	3	153
Total Volume:	27	16	9	35	412	631	93	9	64	110	175	24	1605
Approach %	52%	31%	17%	3%	38%	59%	56%	5%	39%	36%	57%	8%	
Peak Hr Begin:	8:30												
PHV	8	10	2	10	172	324	42	3	28	47	62	8	716
PHF	0.714			0.843			0.830			0.836			0.923

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	2	1	1	2	27	13	14	1	17	6	28	1	113
15:15	1	0	1	4	39	7	25	4	23	6	21	2	133
15:30	2	0	1	3	55	4	21	2	15	13	31	4	151
15:45	0	0	0	3	40	8	23	6	19	8	27	2	136
16:00	0	0	0	2	65	5	27	6	24	14	21	1	165
16:15	1	3	0	1	61	7	28	5	29	5	23	2	165
16:30	1	1	0	7	48	6	16	3	25	5	22	1	135
16:45	1	2	0	0	63	3	22	0	32	10	24	2	159
17:00	1	0	0	5	65	12	24	5	32	9	27	2	182
17:15	0	0	0	3	59	10	21	3	34	11	26	3	170
17:30	1	0	1	3	67	8	30	2	39	6	34	4	195
17:45	1	1	0	5	82	12	33	4	30	9	34	1	212
Total Volume:	11	8	4	38	671	95	284	41	319	102	318	25	1916
Approach %	48%	35%	17%	5%	83%	12%	44%	6%	50%	23%	71%	6%	
Peak Hr Begin:	17:00												
PHV	3	1	1	16	273	42	108	14	135	35	121	10	759
PHF	0.625			0.836			0.905			0.943			0.895

	Pedestrians			
Leg:	North	East	South	West
07:00	4	2	9	0
07:15	5	1	3	0
07:30	7	2	8	1
07:45	8	2	10	1
08:00	9	1	12	0
08:15	11	6	11	0
08:30	21	4	13	2
08:45	57	18	28	2
09:00	9	6	13	2
09:15	7	2	10	1
09:30	8	2	3	0
09:45	17	5	19	0

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	1	0
07:30	0	0	0	0
07:45	0	0	0	1
08:00	0	0	0	0
08:15	0	0	0	0
08:30	0	2	1	1
08:45	1	0	0	1
09:00	0	0	1	1
09:15	0	0	0	0
09:30	0	1	0	0
09:45	0	1	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	27	1	21	1
16:15	39	7	21	5
16:30	20	5	10	4
16:45	42	6	20	14
17:00	28	1	18	4
17:15	25	2	15	8
17:30	24	5	14	7
17:45	51	15	28	6
18:00	24	1	14	3
18:15	38	2	24	10
18:30	18	3	17	14
18:45	35	6	19	6

	Bicycle			
Leg:	North	East	South	West
16:00	0	0	0	1
16:15	0	1	0	0
16:30	0	0	0	2
16:45	1	2	0	2
17:00	0	0	0	1
17:15	0	0	0	1
17:30	0	1	0	1
17:45	3	0	0	1
18:00	0	0	0	1
18:15	0	0	0	1
18:30	0	1	0	1
18:45	0	0	0	1

Location ID: 9
North/South: Vine St
East/West: Yucca St

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	4	278	4	1	6	12	13	57	7	11	6	1	400
07:15	8	303	7	0	10	11	16	68	4	8	4	0	439
07:30	20	316	14	0	20	26	16	87	7	5	11	3	525
07:45	61	302	5	0	23	13	21	81	11	5	5	1	528
08:00	74	275	9	0	20	23	34	88	13	11	13	3	563
08:15	56	294	18	1	34	19	38	80	7	8	13	1	569
08:30	78	228	34	1	28	18	31	81	19	10	16	0	544
08:45	98	240	15	4	48	24	40	97	14	3	14	2	599
09:00	81	274	18	1	26	19	35	76	17	12	14	0	573
09:15	74	257	31	1	30	15	37	89	15	12	15	3	579
09:30	60	259	15	0	24	21	24	85	9	12	12	5	526
09:45	60	263	20	0	25	23	17	72	18	11	16	3	528
Total Volume:	674	3289	190	9	294	224	322	961	141	108	139	22	6373
Approach %	16%	79%	5%	2%	56%	43%	23%	67%	10%	40%	52%	8%	
Peak Hr Begin:	8:30												
PHV	331	999	98	7	132	76	143	343	65	37	59	5	2295
PHF	0.957			0.707			0.912			0.842			0.958

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	4	143	4	2	14	8	48	140	22	20	21	1	427
15:15	9	160	10	2	21	15	51	139	27	11	28	10	483
15:30	9	164	7	1	15	16	40	151	35	13	33	11	495
15:45	4	154	12	2	21	12	46	148	33	13	27	12	484
16:00	9	164	7	4	11	12	45	167	52	12	29	10	522
16:15	4	172	8	0	19	15	47	201	45	14	26	15	566
16:30	5	169	8	5	21	12	55	156	36	9	19	9	504
16:45	8	149	4	2	23	11	45	159	44	15	36	10	506
17:00	10	198	5	2	13	10	48	170	52	4	33	11	556
17:15	10	191	13	3	20	9	50	211	40	12	32	12	603
17:30	8	208	10	1	20	15	51	193	53	17	34	15	625
17:45	14	211	10	5	23	17	62	163	61	13	36	12	627
Total Volume:	94	2083	98	29	221	152	588	1998	500	153	354	128	6398
Approach %	4%	92%	4%	7%	55%	38%	19%	65%	16%	24%	56%	20%	
Peak Hr Begin:	17:00												
PHV	42	808	38	11	76	51	211	737	206	46	135	50	2411
PHF	0.945			0.767			0.958			0.875			0.961

	Pedestrians			
Leg:	North	East	South	West
07:00	2	3	0	2
07:15	2	4	0	8
07:30	3	0	1	6
07:45	10	6	2	11
08:00	3	6	6	20
08:15	2	5	5	17
08:30	0	4	2	33
08:45	4	2	2	156
09:00	6	6	2	9
09:15	1	3	1	5
09:30	3	7	1	8
09:45	2	8	8	24

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	0	0
07:30	0	0	1	0
07:45	0	1	0	1
08:00	0	1	0	0
08:15	0	0	0	0
08:30	0	2	1	0
08:45	0	2	0	0
09:00	0	0	0	0
09:15	0	0	0	0
09:30	0	1	1	0
09:45	0	1	2	0

	Pedestrians			
Leg:	North	East	South	West
16:00	2	3	7	32
16:15	4	3	6	92
16:30	3	2	3	35
16:45	8	4	4	59
17:00	9	10	3	36
17:15	3	12	5	60
17:30	5	9	6	38
17:45	6	1	4	125
18:00	3	5	2	28
18:15	6	7	4	80
18:30	2	15	3	22
18:45	6	11	7	43

	Bicycle			
Leg:	North	East	South	West
16:00	1	0	0	0
16:15	0	1	2	0
16:30	0	1	1	1
16:45	0	1	2	0
17:00	0	0	0	1
17:15	0	0	1	3
17:30	0	0	1	1
17:45	0	0	0	2
18:00	0	0	0	0
18:15	0	1	1	0
18:30	0	0	0	1
18:45	0	0	0	3

Location ID: 10
North/South: Argyle Ave
East/West: Yucca St

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	17	1	2	3	1	1	25	1	7	0	9	67
07:15	0	31	1	10	6	3	1	26	1	13	4	16	112
07:30	0	28	0	6	10	1	1	22	5	14	3	18	108
07:45	0	36	0	8	15	2	0	32	1	7	2	20	123
08:00	1	40	3	5	20	4	1	32	7	20	2	32	167
08:15	0	31	0	5	31	7	0	38	2	22	4	43	183
08:30	1	47	1	12	29	4	1	36	2	28	3	36	200
08:45	0	51	0	7	49	8	3	25	3	26	7	42	221
09:00	0	64	1	8	26	12	0	39	3	26	2	31	212
09:15	0	40	1	8	30	14	1	40	1	36	10	31	212
09:30	2	49	1	10	16	11	1	32	1	14	5	30	172
09:45	0	45	0	8	17	13	1	38	6	21	5	21	175

Total Volume:	4	479	9	89	252	80	11	385	33	234	47	329	1952
Approach %	1%	97%	2%	21%	60%	19%	3%	90%	8%	38%	8%	54%	

Peak Hr Begin:	8:30												
PHV	1	202	3	35	134	38	5	140	9	116	22	140	845
PHF		0.792			0.809			0.917			0.903		0.956

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	27	2	11	8	2	2	87	4	12	9	57	221
15:15	1	31	1	3	8	1	2	67	6	13	9	55	197
15:30	2	27	1	8	8	1	2	73	2	20	17	54	215
15:45	1	26	2	6	13	1	4	86	3	20	13	59	234
16:00	1	25	0	12	11	2	3	73	5	19	13	54	218
16:15	1	20	2	10	10	2	4	70	4	11	14	60	208
16:30	0	22	2	5	18	2	4	86	7	13	12	59	230
16:45	0	36	3	17	11	4	5	103	7	8	18	47	259
17:00	0	27	1	19	8	2	4	92	5	10	13	62	243
17:15	0	24	1	25	16	1	7	107	4	22	23	60	290
17:30	0	21	3	13	12	4	3	113	8	16	19	60	272
17:45	1	37	4	18	18	1	4	112	6	14	29	59	303

Total Volume:	7	323	22	147	141	23	44	1069	61	178	189	686	2890
Approach %	2%	92%	6%	47%	45%	7%	4%	91%	5%	17%	18%	65%	

Peak Hr Begin:	17:00												
PHV	1	109	9	75	54	8	18	424	23	62	84	241	1108
PHF		0.708			0.815			0.938			0.921		0.914

	Pedestrians			
Leg:	North	East	South	West
07:00	1	11	1	2
07:15	3	9	3	4
07:30	0	13	1	0
07:45	1	12	3	1
08:00	1	8	5	1
08:15	3	15	4	5
08:30	1	4	2	1
08:45	4	12	3	2
09:00	2	14	2	2
09:15	1	8	1	0
09:30	3	7	6	3
09:45	2	13	6	1

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	0	0
07:30	0	0	0	0
07:45	0	0	0	0
08:00	1	0	0	0
08:15	1	0	0	0
08:30	1	1	0	0
08:45	0	0	0	0
09:00	0	0	0	0
09:15	0	0	0	0
09:30	0	0	0	0
09:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	5	11	8	4
16:15	5	14	11	5
16:30	3	25	6	5
16:45	12	15	7	4
17:00	0	14	4	3
17:15	4	14	3	5
17:30	5	9	1	2
17:45	5	16	10	6
18:00	18	20	9	3
18:15	8	6	4	6
18:30	5	17	6	4
18:45	4	20	3	4

	Bicycle			
Leg:	North	East	South	West
16:00	0	1	0	0
16:15	0	1	0	0
16:30	1	1	1	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	3
17:30	0	0	0	1
17:45	0	0	1	0
18:00	1	0	0	2
18:15	0	0	0	0
18:30	1	1	1	2
18:45	0	0	0	1

Location ID: 11
North/South: Gower St
East/West: Carlos Ave

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	1	195	2	3	0	0	0	35	0	1	0	0	237
07:15	1	223	1	5	1	3	3	66	0	1	0	0	304
07:30	3	193	2	3	1	0	2	49	1	5	0	1	260
07:45	4	203	2	7	1	3	4	71	3	2	0	3	303
08:00	6	210	1	9	0	2	5	81	3	1	0	1	319
08:15	3	194	2	5	2	3	2	75	6	5	0	1	298
08:30	10	200	2	7	0	8	3	88	9	3	2	5	337
08:45	12	243	2	6	2	7	4	71	13	11	2	5	378
09:00	19	192	3	11	2	8	4	72	5	13	1	5	335
09:15	5	185	6	7	0	7	5	85	5	9	1	2	317
09:30	5	190	4	3	0	5	3	65	3	10	0	1	289
09:45	3	212	1	6	0	3	5	61	7	3	2	0	303
Total Volume:	72	2440	28	72	9	49	40	819	55	64	8	24	3680
Approach %	3%	96%	1%	55%	7%	38%	4%	90%	6%	67%	8%	25%	
Peak Hr Begin:	8:30												
PHV	46	820	13	31	4	30	16	316	32	36	6	17	1367
PHF	0.855			0.774			0.910			0.776			0.904

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	2	128	3	7	0	2	4	124	2	7	0	2	281
15:15	1	137	2	6	0	4	6	137	2	2	0	1	298
15:30	6	131	2	5	0	5	7	129	5	5	0	0	295
15:45	3	134	2	7	0	5	5	130	3	0	0	2	291
16:00	6	131	4	4	1	6	2	141	7	6	0	4	312
16:15	5	114	4	4	1	4	4	140	10	7	1	1	295
16:30	4	116	1	9	2	6	9	178	8	8	0	5	346
16:45	5	104	5	8	1	2	11	141	5	9	3	1	295
17:00	7	134	3	10	1	2	2	196	5	8	0	6	374
17:15	6	141	4	18	0	5	6	182	4	6	0	3	375
17:30	3	130	3	14	0	2	2	173	2	8	0	2	339
17:45	7	120	6	14	1	2	3	184	8	8	0	1	354
Total Volume:	55	1520	39	106	7	45	61	1855	61	74	4	28	3855
Approach %	3%	94%	2%	67%	4%	28%	3%	94%	3%	70%	4%	26%	
Peak Hr Begin:	17:00												
PHV	23	525	16	56	2	11	13	735	19	30	0	12	1442
PHF	0.934			0.750			0.945			0.750			0.961

	Pedestrians			
Leg:	North	East	South	West
07:00	1	6	1	0
07:15	1	9	1	2
07:30	0	11	0	2
07:45	3	15	0	2
08:00	2	8	2	1
08:15	0	4	0	1
08:30	0	9	5	3
08:45	2	8	6	0
09:00	1	3	0	6
09:15	0	2	4	1
09:30	1	6	0	2
09:45	2	3	2	2

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	1	0	0	0
07:30	0	0	0	0
07:45	0	0	0	0
08:00	0	1	0	0
08:15	0	1	0	0
08:30	2	1	0	0
08:45	0	0	0	0
09:00	1	1	0	0
09:15	0	0	0	0
09:30	2	0	0	0
09:45	1	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	0	6	0	4
16:15	0	5	4	13
16:30	6	12	3	9
16:45	1	7	7	5
17:00	5	8	3	1
17:15	5	10	2	8
17:30	1	7	2	2
17:45	3	7	5	4
18:00	3	12	5	10
18:15	2	12	6	10
18:30	1	11	3	2
18:45	3	9	1	7

	Bicycle			
Leg:	North	East	South	West
16:00	1	0	0	0
16:15	1	0	1	0
16:30	1	0	0	1
16:45	0	0	0	0
17:00	0	0	0	1
17:15	2	0	0	0
17:30	0	0	0	0
17:45	1	0	0	0
18:00	0	0	0	0
18:15	4	0	0	1
18:30	0	0	0	0
18:45	0	0	0	0

WILTEC

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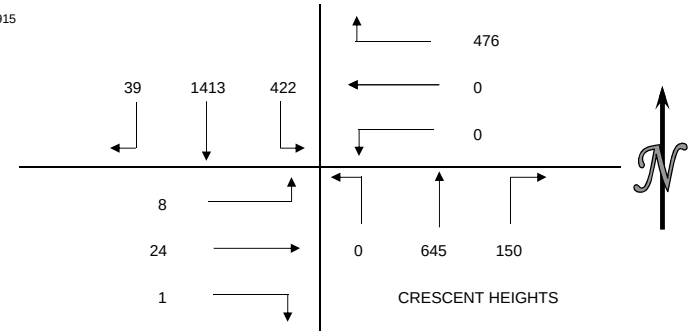
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CRESCENT HEIGHTS
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	11	376	72	81	0	0	15	106	0	0	2	4	667
715-730	7	388	74	90	0	0	19	137	0	0	2	3	720
730-745	8	381	61	104	0	0	20	123	0	0	4	2	703
745-800	9	345	105	120	0	0	35	162	0	0	7	4	787
800-815	9	359	93	108	0	0	45	137	0	1	14	5	771
815-830	7	371	103	148	0	0	39	174	0	0	5	2	849
830-845	8	312	82	101	0	0	35	180	0	0	8	2	728
845-900	14	376	110	125	0	0	36	150	0	0	5	2	818
900-915	10	354	127	102	0	0	40	141	0	1	6	2	783
915-930	6	343	103	89	0	0	41	185	0	1	10	3	781
930-945	8	358	104	96	0	0	32	161	0	1	5	2	767
945-1000	10	403	105	105	0	0	30	161	0	0	0	6	820
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	35	1490	312	395	0	0	89	528	0	0	15	13	2877
715-815	33	1473	333	422	0	0	119	559	0	1	27	14	2981
730-830	33	1456	362	480	0	0	139	596	0	1	30	13	3110
745-845	33	1387	383	477	0	0	154	653	0	1	34	13	3135
800-900	38	1418	388	482	0	0	155	641	0	1	32	11	3166
815-915	39	1413	422	476	0	0	150	645	0	1	24	8	3178
830-930	38	1385	422	417	0	0	152	656	0	2	29	9	3110
845-945	38	1431	444	412	0	0	149	637	0	3	26	9	3149
900-1000	34	1458	439	392	0	0	143	648	0	3	21	13	3151

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	3	0	4
715-730	2	1	3	0	6
730-745	2	0	1	0	3
745-800	-4	0	0	0	-4
800-815	0	0	0	0	0
815-830	1	1	1	0	3
830-845	1	2	5	0	8
854-900	1	2	3	0	6
900-915	1	2	1	0	4
915-930	0	4	4	0	8
930-945	1	2	3	0	6
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	7	0	9
715-815	0	1	4	0	5
730-830	-1	1	2	0	2
745-845	-2	3	6	0	7
800-900	3	5	9	0	17
815-915	4	7	10	0	21
830-930	3	10	13	0	26
845-945	3	10	11	0	24
900-1000	2	8	9	0	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	3	0	3
715-730	0	0	3	0	3
730-745	0	0	1	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	3	5	0	8
845-900	0	1	3	0	4
900-915	0	0	1	0	1
915-930	0	0	4	0	4
930-945	0	1	3	0	4
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	7	0	7
715-815	0	0	4	0	4
730-830	0	0	2	0	2
745-845	0	3	6	0	9
800-900	0	4	9	0	13
815-915	0	4	10	0	14
830-930	0	4	13	0	17
845-945	0	2	11	0	13
900-1000	0	1	9	0	10

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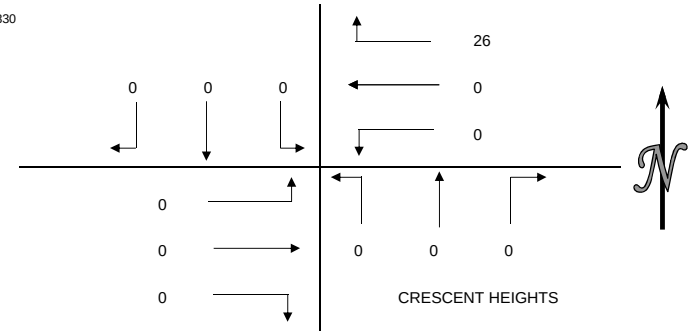
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CRESCENT HEIGHTS
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	5	0	0	0	0	0	0	0	0	5
715-730	0	0	0	4	0	0	0	0	0	0	0	0	4
730-745	0	0	0	11	0	0	0	0	0	0	0	0	11
745-800	0	0	0	5	0	0	0	0	0	0	0	0	5
800-815	0	0	0	5	0	0	0	0	0	0	0	0	5
815-830	0	0	0	5	0	0	0	0	0	0	0	0	5
830-845	0	0	0	8	0	0	0	0	0	0	0	0	8
845-900	0	0	0	3	0	0	0	0	0	0	0	0	3
900-915	0	0	0	7	0	0	0	0	0	0	0	0	7
915-930	0	0	0	4	0	0	0	0	0	0	0	0	4
930-945	0	0	0	3	0	0	0	0	0	0	0	0	3
945-1000	0	0	0	2	0	0	0	0	0	0	0	0	2
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	25	0	0	0	0	0	0	0	0	25
715-815	0	0	0	25	0	0	0	0	0	0	0	0	25
730-830	0	0	0	26	0	0	0	0	0	0	0	0	26
745-845	0	0	0	23	0	0	0	0	0	0	0	0	23
800-900	0	0	0	21	0	0	0	0	0	0	0	0	21
815-915	0	0	0	23	0	0	0	0	0	0	0	0	23
830-930	0	0	0	22	0	0	0	0	0	0	0	0	22
845-945	0	0	0	17	0	0	0	0	0	0	0	0	17
900-1000	0	0	0	16	0	0	0	0	0	0	0	0	16

AM PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

WILTEC

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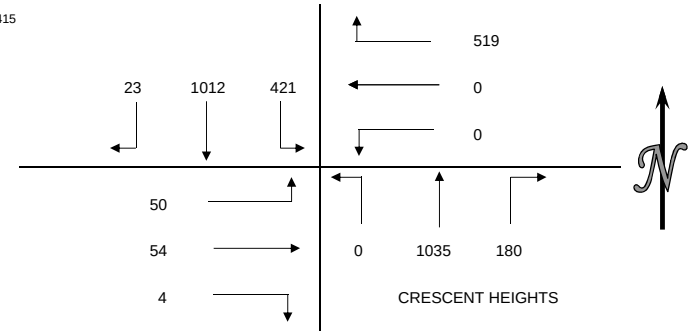
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CRESCENT HEIGHTS
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	9	252	94	122	0	0	51	218	0	0	9	4	759
315-330	7	248	104	131	0	0	59	266	0	1	8	11	835
330-345	3	263	100	138	0	0	44	250	0	0	16	13	827
345-400	6	244	124	138	0	0	34	242	0	2	11	12	813
400-415	7	257	93	112	0	0	43	277	0	1	19	14	823
415-430	3	209	100	102	0	0	43	243	0	0	8	14	722
430-445	4	197	99	108	0	0	32	220	0	0	4	13	677
445-500	4	217	116	134	0	0	22	238	0	0	5	11	747
500-515	7	259	108	122	0	0	25	253	0	0	5	15	794
515-530	6	216	85	125	0	0	20	228	0	1	10	16	707
530-545	8	209	97	143	0	0	37	269	0	17	2	12	794
545-600	1	234	115	123	0	0	15	240	0	12	6	6	752
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	25	1007	422	529	0	0	188	976	0	3	44	40	3234
315-415	23	1012	421	519	0	0	180	1035	0	4	54	50	3298
330-430	19	973	417	490	0	0	164	1012	0	3	54	53	3185
345-445	20	907	416	460	0	0	152	982	0	3	42	53	3035
400-500	18	880	408	456	0	0	140	978	0	1	36	52	2969
415-515	18	882	423	466	0	0	122	954	0	0	22	53	2940
430-530	21	889	408	489	0	0	99	939	0	1	24	55	2925
445-545	25	901	406	524	0	0	104	988	0	18	22	54	3042
500-600	22	918	405	513	0	0	97	990	0	30	23	49	3047

PM PEAK HOUR: 315-415



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	4	0	0	4
315-330	1	4	4	0	9
330-345	0	5	4	0	9
345-400	1	4	4	0	9
400-415	0	6	5	0	11
415-430	0	0	0	0	0
430-445	0	3	3	0	6
445-500	0	3	3	0	6
500-515	1	4	4	0	9
515-530	0	3	4	0	7
530-545	3	3	3	0	9
545-600	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	17	12	0	31
315-415	2	19	17	0	38
330-430	1	15	13	0	29
345-445	1	13	12	0	26
400-500	0	12	11	0	23
415-515	1	10	10	0	21
430-530	1	13	14	0	28
445-545	4	13	14	0	31
500-600	4	11	12	0	27

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	0	0
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

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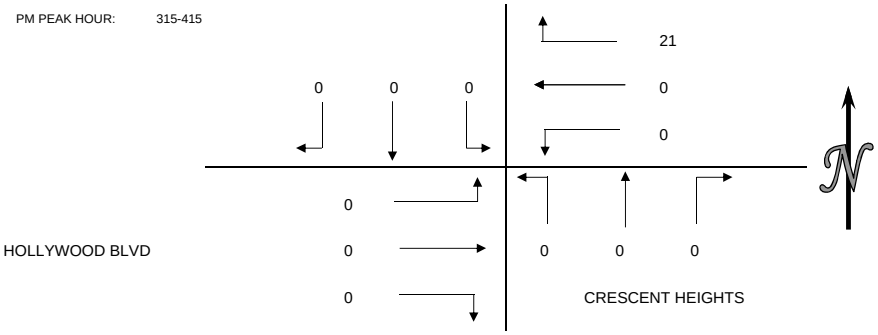
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CRESCENT HEIGHTS
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	0	0	3	0	0	0	0	0	0	0	0	3
315-330	0	0	0	3	0	0	0	0	0	0	0	0	3
330-345	0	0	0	5	0	0	0	0	0	0	0	0	5
345-400	0	0	0	8	0	0	0	0	0	0	0	0	8
400-415	0	0	0	5	0	0	0	0	0	0	0	0	5
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	1	0	0	0	0	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	1	0	0	0	0	0	0	0	0	1
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	0	0	19	0	0	0	0	0	0	0	0	19
315-415	0	0	0	21	0	0	0	0	0	0	0	0	21
330-430	0	0	0	18	0	0	0	0	0	0	0	0	18
345-445	0	0	0	13	0	0	0	0	0	0	0	0	13
400-500	0	0	0	6	0	0	0	0	0	0	0	0	6
415-515	0	0	0	1	0	0	0	0	0	0	0	0	1
430-530	0	0	0	1	0	0	0	0	0	0	0	0	1
445-545	0	0	0	2	0	0	0	0	0	0	0	0	2
500-600	0	0	0	1	0	0	0	0	0	0	0	0	1

PM PEAK HOUR: 315-415



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	0	0
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	0	0
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

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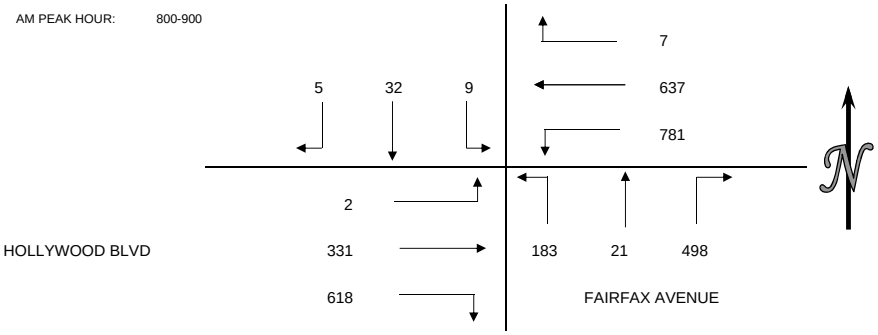
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FAIRFAX AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	1	127	212	48	1	12	135	40	0	576
715-730	0	11	0	1	123	250	86	2	34	126	44	0	677
730-745	0	2	2	1	150	203	81	1	44	147	56	0	687
745-800	0	5	2	5	159	194	97	1	37	138	84	1	723
800-815	3	10	2	3	165	190	109	5	38	161	86	0	772
815-830	0	7	3	1	159	208	126	6	57	135	78	0	780
830-845	2	7	2	0	171	208	129	4	28	172	91	1	815
845-900	0	8	2	3	142	175	134	6	60	150	76	1	757
900-915	2	3	6	2	137	169	126	1	43	160	89	3	741
915-930	1	6	2	0	133	186	140	3	38	149	87	0	745
930-945	3	4	2	1	130	175	150	4	49	131	84	2	735
945-1000	1	8	0	1	126	169	117	5	44	133	74	0	678
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	18	4	8	559	859	312	5	127	546	224	1	2663
715-815	3	28	6	10	597	837	373	9	153	572	270	1	2859
730-830	3	24	9	10	633	795	413	13	176	581	304	1	2962
745-845	5	29	9	9	654	800	461	16	160	606	339	2	3090
800-900	5	32	9	7	637	781	498	21	183	618	331	2	3124
815-915	4	25	13	6	609	760	515	17	188	617	334	5	3093
830-930	5	24	12	5	583	738	529	14	169	631	343	5	3058
845-945	6	21	12	6	542	705	550	14	190	590	336	6	2978
900-1000	7	21	10	4	526	699	533	13	174	573	334	5	2899

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	4	1	5
715-730	0	0	1	0	1
730-745	3	0	0	1	4
745-800	5	2	9	4	20
800-815	3	3	4	5	15
815-830	4	3	1	2	10
830-845	2	1	7	4	14
854-900	4	2	3	0	9
900-915	2	5	5	1	13
915-930	1	1	0	1	3
930-945	4	0	4	5	13
945-1000	6	0	0	2	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	2	14	6	30
715-815	11	5	14	10	40
730-830	15	8	14	12	49
745-845	14	9	21	15	59
800-900	13	9	15	11	48
815-915	12	11	16	7	46
830-930	9	9	15	6	39
845-945	11	8	12	7	38
900-1000	13	6	9	9	37

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	2	0	1	2	5
815-830	0	0	0	0	0
830-845	0	0	1	1	2
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	0	0	1
715-815	2	0	1	2	5
730-830	2	0	1	2	5
745-845	2	0	2	3	7
800-900	2	0	2	3	7
815-915	0	0	1	1	2
830-930	0	0	1	1	2
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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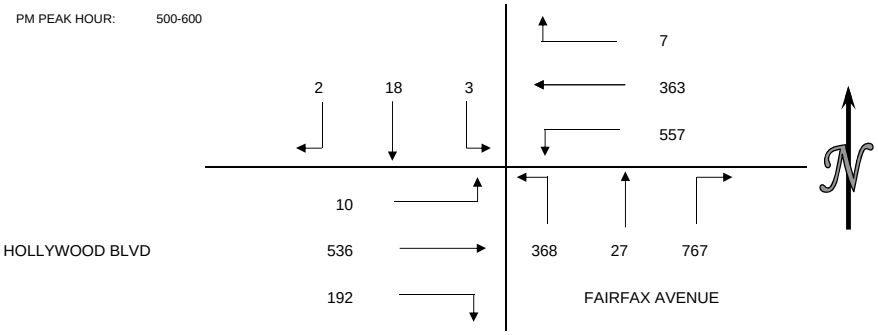
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	1	1	1	0	96	132	160	3	66	76	93	3	632
315-330	1	6	3	0	83	123	199	4	58	76	105	3	661
330-345	0	2	3	0	87	118	191	2	83	90	106	2	684
345-400	0	0	0	0	90	131	192	7	64	23	96	0	603
400-415	0	4	0	0	66	105	190	3	72	45	124	0	609
415-430	5	3	2	0	88	111	191	3	87	54	147	3	694
430-445	1	2	1	0	68	113	183	4	79	42	130	0	623
445-500	2	4	2	4	95	118	192	5	102	60	122	2	708
500-515	0	4	0	2	87	135	175	11	82	41	123	0	660
515-530	1	7	0	2	79	135	198	5	104	47	149	2	729
530-545	1	4	0	1	94	129	199	7	94	45	133	3	710
545-600	0	3	3	2	103	158	195	4	88	59	131	5	751
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	2	9	7	0	356	504	742	16	271	265	400	8	2580
315-415	1	12	6	0	326	477	772	16	277	234	431	5	2557
330-430	5	9	5	0	331	465	764	15	306	212	473	5	2590
345-445	6	9	3	0	312	460	756	17	302	164	497	3	2529
400-500	8	13	5	4	317	447	756	15	340	201	523	5	2634
415-515	8	13	5	6	338	477	741	23	350	197	522	5	2685
430-530	4	17	3	8	329	501	748	25	367	190	524	4	2720
445-545	4	19	2	9	355	517	764	28	382	193	527	7	2807
500-600	2	18	3	7	363	557	767	27	368	192	536	10	2850

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	0	4	6
315-330	4	0	1	1	6
330-345	4	2	1	3	10
345-400	0	0	2	0	2
400-415	5	0	2	2	9
415-430	2	3	4	4	13
430-445	3	1	2	0	6
445-500	1	1	3	2	7
500-515	6	2	4	2	14
515-530	1	1	0	0	2
530-545	6	3	4	4	17
545-600	6	2	4	2	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	10	2	4	8	24
315-415	13	2	6	6	27
330-430	11	5	9	9	34
345-445	10	4	10	6	30
400-500	11	5	11	8	35
415-515	12	7	13	8	40
430-530	11	5	9	4	29
445-545	14	7	11	8	40
500-600	19	8	12	8	47

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	1	1
400-415	1	0	0	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	1	0	1	0	2
515-530	1	0	0	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	1	1
315-415	1	0	0	1	2
330-430	1	0	0	1	2
345-445	1	0	0	1	2
400-500	1	0	0	0	1
415-515	1	0	1	0	2
430-530	2	0	1	0	3
445-545	2	0	1	0	3
500-600	2	0	1	0	3

WILTEC

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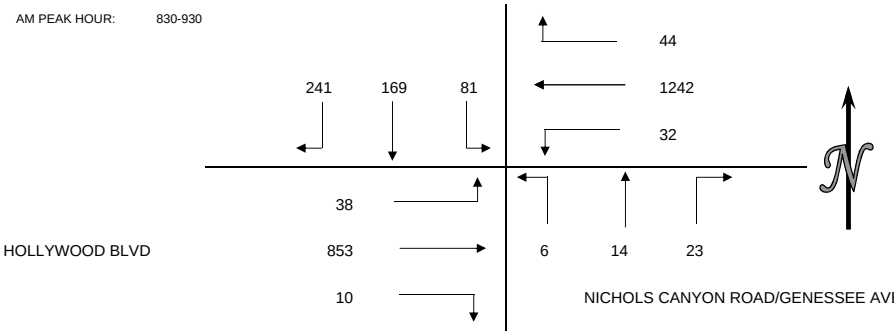
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S NICHOLS CANYON ROAD/GENESSEE AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	13	7	7	3	351	5	4	0	1	0	91	3	485
715-730	24	7	9	4	379	7	1	4	1	0	137	4	577
730-745	18	15	8	5	357	1	1	2	2	1	137	6	553
745-800	26	19	27	14	391	9	0	5	1	0	172	4	668
800-815	61	38	20	8	344	9	3	5	0	2	186	6	682
815-830	39	34	11	7	310	12	5	3	1	1	198	6	627
830-845	54	44	13	13	371	7	6	1	0	4	217	10	740
845-900	48	48	28	13	304	7	4	6	1	1	211	14	685
900-915	68	39	26	12	268	7	7	7	3	2	215	8	662
915-930	71	38	14	6	299	11	6	0	2	3	210	6	666
930-945	40	29	14	7	285	3	6	4	3	2	207	15	615
945-1000	43	12	15	6	292	7	9	4	0	0	201	8	597
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	81	48	51	26	1478	22	6	11	5	1	537	17	2283
715-815	129	79	64	31	1471	26	5	16	4	3	632	20	2480
730-830	144	106	66	34	1402	31	9	15	4	4	693	22	2530
745-845	180	135	71	42	1416	37	14	14	2	7	773	26	2717
800-900	202	164	72	41	1329	35	18	15	2	8	812	36	2734
815-915	209	165	78	45	1253	33	22	17	5	8	841	38	2714
830-930	241	169	81	44	1242	32	23	14	6	10	853	38	2753
845-945	227	154	82	38	1156	28	23	17	9	8	843	43	2628
900-1000	222	118	69	31	1144	28	28	15	8	7	833	37	2540

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	2	0	5
715-730	3	0	10	3	16
730-745	4	3	7	3	17
745-800	3	2	3	3	11
800-815	6	6	4	1	17
815-830	4	2	6	3	15
830-845	2	3	12	1	18
854-900	4	2	5	1	12
900-915	1	0	6	0	7
915-930	1	0	3	1	5
930-945	3	1	6	1	11
945-1000	6	0	3	1	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	5	22	9	49
715-815	16	11	24	10	61
730-830	17	13	20	10	60
745-845	15	13	25	8	61
800-900	16	13	27	6	62
815-915	11	7	29	5	52
830-930	8	5	26	3	42
845-945	9	3	20	3	35
900-1000	11	1	18	3	33

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	2	0	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	2	0	0	0	2
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	1	2	0	3
900-915	0	0	0	0	0
915-930	0	2	0	0	2
930-945	1	0	0	0	1
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	0	0	2
715-815	4	0	0	0	4
730-830	2	0	0	0	2
745-845	2	0	1	0	3
800-900	2	1	3	0	6
815-915	0	1	3	0	4
830-930	0	3	3	0	6
845-945	1	3	2	0	6
900-1000	1	3	0	0	4

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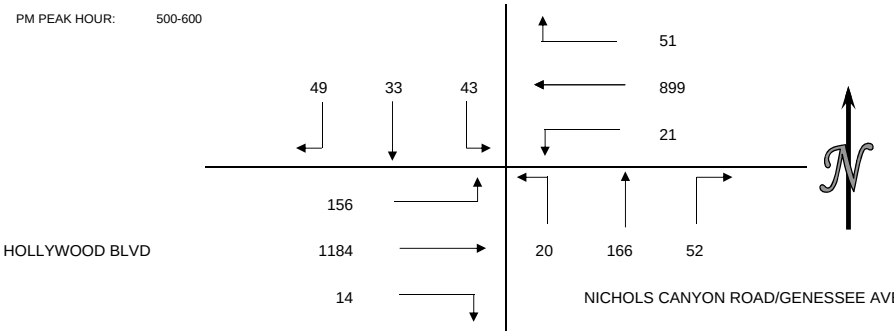
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S NICHOLS CANYON ROAD/GENESSEE AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	16	4	17	10	235	6	8	8	4	2	243	18	571
315-330	12	3	13	6	228	7	14	7	4	4	265	25	588
330-345	17	17	13	11	205	8	9	11	3	3	271	27	595
345-400	18	10	11	9	205	7	16	14	1	3	252	39	585
400-415	17	10	13	13	184	1	6	16	2	1	273	25	561
415-430	12	11	11	9	204	3	6	28	2	1	303	38	628
430-445	9	5	11	20	195	1	9	19	0	1	300	30	600
445-500	17	10	12	14	201	15	18	34	2	2	274	45	644
500-515	15	8	15	18	224	4	16	33	4	3	276	32	648
515-530	13	8	10	16	206	3	9	37	5	2	300	44	653
530-545	14	14	12	5	219	7	17	51	8	1	294	42	684
545-600	7	3	6	12	250	7	10	45	3	8	314	38	703
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	63	34	54	36	873	28	47	40	12	12	1031	109	2339
315-415	64	40	50	39	822	23	45	48	10	11	1061	116	2329
330-430	64	48	48	42	798	19	37	69	8	8	1099	129	2369
345-445	56	36	46	51	788	12	37	77	5	6	1128	132	2374
400-500	55	36	47	56	784	20	39	97	6	5	1150	138	2433
415-515	53	34	49	61	824	23	49	114	8	7	1153	145	2520
430-530	54	31	48	68	826	23	52	123	11	8	1150	151	2545
445-545	59	40	49	53	850	29	60	155	19	8	1144	163	2629
500-600	49	33	43	51	899	21	52	166	20	14	1184	156	2688

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	0	5	1	9
315-330	4	0	3	0	7
330-345	11	0	6	1	18
345-400	0	0	6	2	8
400-415	3	0	1	0	4
415-430	6	0	7	8	21
430-445	3	0	5	4	12
445-500	4	0	4	1	9
500-515	5	0	7	7	19
515-530	4	0	1	3	8
530-545	7	0	3	2	12
545-600	8	0	8	1	17
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	18	0	20	4	42
315-415	18	0	16	3	37
330-430	20	0	20	11	51
345-445	12	0	19	14	45
400-500	16	0	17	13	46
415-515	18	0	23	20	61
430-530	16	0	17	15	48
445-545	20	0	15	13	48
500-600	24	0	19	13	56

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	4	0	0	0	4
315-330	0	1	0	0	1
330-345	0	0	1	0	1
345-400	2	0	1	0	3
400-415	0	0	0	1	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	1	0	0	0	1
500-515	1	1	1	1	4
515-530	1	0	1	0	2
530-545	0	1	2	0	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	6	1	2	0	9
315-415	2	1	2	1	6
330-430	2	0	2	1	5
345-445	2	0	1	1	4
400-500	1	0	0	1	2
415-515	2	1	1	1	5
430-530	3	1	2	1	7
445-545	3	2	4	1	10
500-600	2	2	4	1	9

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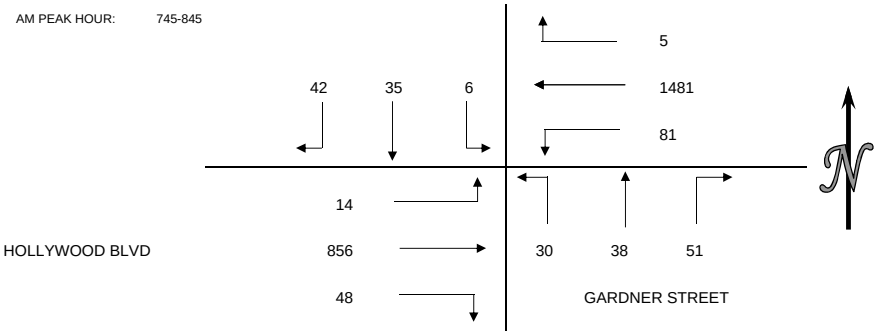
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S GARDNER STREET
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	3	6	0	7	352	9	9	4	4	3	81	11	489
715-730	12	1	0	4	365	13	7	9	3	0	126	6	546
730-745	5	7	0	1	357	15	7	3	2	4	151	5	557
745-800	9	9	2	1	396	12	2	4	5	7	217	2	666
800-815	12	9	1	1	358	29	20	10	7	16	194	5	662
815-830	10	9	1	1	347	19	11	11	9	14	229	4	665
830-845	11	8	2	2	380	21	18	13	9	11	216	3	694
845-900	14	10	5	3	311	6	15	11	6	13	220	6	620
900-915	8	14	2	4	293	12	8	13	5	9	230	2	600
915-930	10	9	3	2	287	19	15	16	4	5	217	6	593
930-945	9	8	1	2	293	11	13	4	5	5	219	7	577
945-1000	9	4	0	5	277	9	15	8	8	6	207	5	553
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	29	23	2	13	1470	49	25	20	14	14	575	24	2258
715-815	38	26	3	7	1476	69	36	26	17	27	688	18	2431
730-830	36	34	4	4	1458	75	40	28	23	41	791	16	2550
745-845	42	35	6	5	1481	81	51	38	30	48	856	14	2687
800-900	47	36	9	7	1396	75	64	45	31	54	859	18	2641
815-915	43	41	10	10	1331	58	52	48	29	47	895	15	2579
830-930	43	41	12	11	1271	58	56	53	24	38	883	17	2507
845-945	41	41	11	11	1184	48	51	44	20	32	886	21	2390
900-1000	36	35	6	13	1150	51	51	41	22	25	873	20	2323

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	3	4	1	10
715-730	16	2	2	4	24
730-745	2	1	4	3	10
745-800	6	3	7	1	17
800-815	8	6	7	5	26
815-830	3	8	13	1	25
830-845	7	7	5	5	24
854-900	2	4	9	4	19
900-915	5	5	4	2	16
915-930	4	7	8	6	25
930-945	4	1	4	3	12
945-1000	2	2	8	3	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	26	9	17	9	61
715-815	32	12	20	13	77
730-830	19	18	31	10	78
745-845	24	24	32	12	92
800-900	20	25	34	15	94
815-915	17	24	31	12	84
830-930	18	23	26	17	84
845-945	15	17	25	15	72
900-1000	15	15	24	14	68

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	1	1	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	1	1
800-815	1	0	0	0	1
815-830	0	1	0	0	1
830-845	0	0	0	2	2
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	1	0	0	0	1
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	1	0	1	4
715-815	2	1	0	1	4
730-830	1	1	0	1	3
745-845	1	1	0	3	5
800-900	1	1	0	2	4
815-915	0	1	0	2	3
830-930	0	0	0	2	2
845-945	1	0	0	0	1
900-1000	1	0	1	0	2

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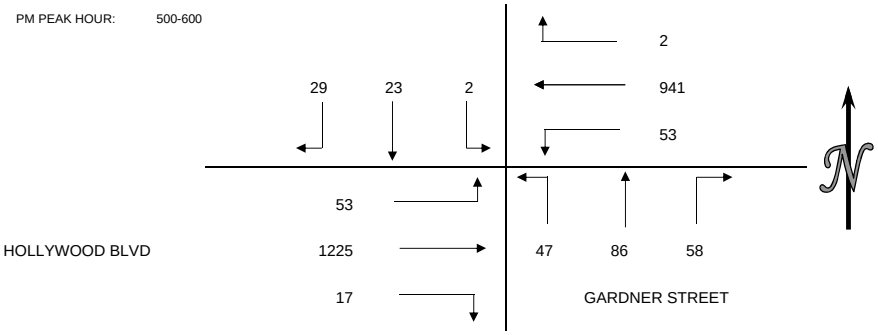
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S GARDNER STREET
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	2	9	0	1	228	7	10	10	19	10	231	16	543
315-330	5	11	1	4	233	14	16	22	10	14	260	15	605
330-345	4	6	1	0	211	22	10	21	7	14	237	23	556
345-400	3	4	1	1	221	12	13	24	16	16	272	34	617
400-415	2	3	0	3	194	10	15	12	8	11	278	27	563
415-430	4	5	2	2	205	11	23	20	17	8	293	11	601
430-445	2	4	3	0	208	7	17	25	15	10	278	9	578
445-500	7	2	2	1	220	9	22	15	13	9	287	7	594
500-515	9	5	1	1	231	9	16	18	12	7	297	11	617
515-530	5	7	1	0	227	14	9	23	16	3	311	14	630
530-545	6	6	0	0	233	16	14	24	9	2	288	15	613
545-600	9	5	0	1	250	14	19	21	10	5	329	13	676
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	14	30	3	6	893	55	49	77	52	54	1000	88	2321
315-415	14	24	3	8	859	58	54	79	41	55	1047	99	2341
330-430	13	18	4	6	831	55	61	77	48	49	1080	95	2337
345-445	11	16	6	6	828	40	68	81	56	45	1121	81	2359
400-500	15	14	7	6	827	37	77	72	53	38	1136	54	2336
415-515	22	16	8	4	864	36	78	78	57	34	1155	38	2390
430-530	23	18	7	2	886	39	64	81	56	29	1173	41	2419
445-545	27	20	4	2	911	48	61	80	50	21	1183	47	2454
500-600	29	23	2	2	941	53	58	86	47	17	1225	53	2536

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	6	1	7	5	19
315-330	1	1	12	4	18
330-345	3	4	12	7	26
345-400	6	0	4	2	12
400-415	7	3	5	5	20
415-430	8	3	19	13	43
430-445	4	1	6	2	13
445-500	4	5	5	7	21
500-515	5	6	13	3	27
515-530	9	4	6	4	23
530-545	8	9	2	8	27
545-600	7	11	11	6	35
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	16	6	35	18	75
315-415	17	8	33	18	76
330-430	24	10	40	27	101
345-445	25	7	34	22	88
400-500	23	12	35	27	97
415-515	21	15	43	25	104
430-530	22	16	30	16	84
445-545	26	24	26	22	98
500-600	29	30	32	21	112

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	0	0	2
315-330	0	0	0	0	0
330-345	0	0	1	0	1
345-400	0	0	0	0	0
400-415	0	1	0	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	3	0	0	0	3
500-515	2	0	2	1	5
515-530	1	0	1	0	2
530-545	0	0	0	0	0
545-600	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	0	1	0	3
315-415	0	1	1	0	2
330-430	0	1	1	0	2
345-445	0	1	0	0	1
400-500	3	1	0	0	4
415-515	5	0	2	1	8
430-530	6	0	3	1	10
445-545	6	0	3	1	10
500-600	4	0	4	1	9

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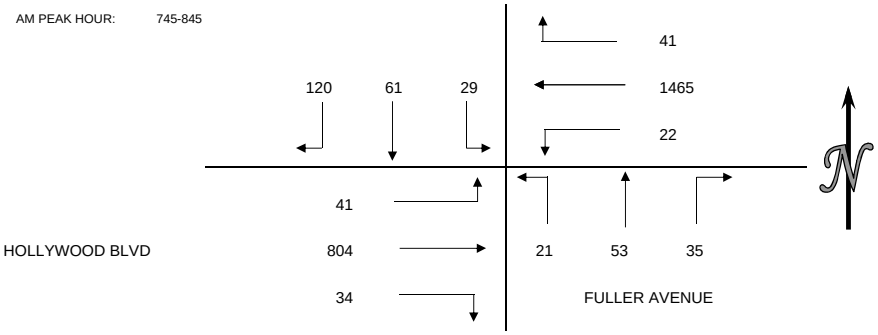
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FULLER AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	23	5	8	4	341	3	4	3	1	1	101	8	502
715-730	23	9	5	8	328	6	9	4	3	5	132	7	539
730-745	21	14	6	4	351	14	8	9	4	8	152	10	601
745-800	17	22	6	8	388	5	11	9	2	17	171	13	669
800-815	41	18	5	11	407	10	8	14	7	11	197	6	735
815-830	26	4	11	8	346	3	8	13	7	3	194	14	637
830-845	36	17	7	14	324	4	8	17	5	3	242	8	685
845-900	29	7	10	4	309	9	6	11	5	9	213	13	625
900-915	17	13	5	3	315	7	12	9	3	8	193	9	594
915-930	20	13	4	5	284	11	14	8	4	6	226	12	607
930-945	34	14	7	9	262	9	14	9	7	4	254	9	632
945-1000	15	15	8	11	263	7	6	8	5	4	187	9	538
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	84	50	25	24	1408	28	32	25	10	31	556	38	2311
715-815	102	63	22	31	1474	35	36	36	16	41	652	36	2544
730-830	105	58	28	31	1492	32	35	45	20	39	714	43	2642
745-845	120	61	29	41	1465	22	35	53	21	34	804	41	2726
800-900	132	46	33	37	1386	26	30	55	24	26	846	41	2682
815-915	108	41	33	29	1294	23	34	50	20	23	842	44	2541
830-930	102	50	26	26	1232	31	40	45	17	26	874	42	2511
845-945	100	47	26	21	1170	36	46	37	19	27	886	43	2458
900-1000	86	55	24	28	1124	34	46	34	19	22	860	39	2371

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	7	2	4	19
715-730	11	1	5	6	23
730-745	5	12	4	4	25
745-800	12	10	4	7	33
800-815	7	16	6	9	38
815-830	10	8	9	7	34
830-845	8	6	3	11	28
854-900	7	11	15	5	38
900-915	5	8	12	7	32
915-930	6	11	10	15	42
930-945	13	9	11	12	45
945-1000	23	8	15	12	58
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	34	30	15	21	100
715-815	35	39	19	26	119
730-830	34	46	23	27	130
745-845	37	40	22	34	133
800-900	32	41	33	32	138
815-915	30	33	39	30	132
830-930	26	36	40	38	140
845-945	31	39	48	39	157
900-1000	47	36	48	46	177

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	3	0	3
715-730	2	0	2	0	4
730-745	0	0	0	0	0
745-800	2	0	0	0	2
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	3	0	1	1	5
845-900	1	0	2	1	4
900-915	1	0	0	0	1
915-930	3	0	1	7	11
930-945	1	0	0	3	4
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	0	5	0	9
715-815	4	0	2	0	6
730-830	2	0	0	0	2
745-845	5	0	1	1	7
800-900	4	0	3	2	9
815-915	5	0	3	2	10
830-930	8	0	4	9	21
845-945	6	0	3	11	20
900-1000	5	0	1	10	16

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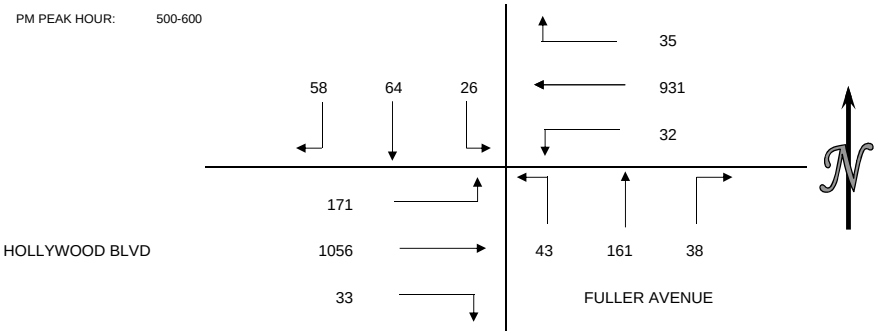
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S FULLER AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	9	14	7	13	210	14	6	23	15	10	218	14	553
315-330	11	11	13	7	198	9	10	18	10	12	258	18	575
330-345	15	15	11	14	217	5	11	16	9	3	233	15	564
345-400	11	16	7	10	238	8	7	8	3	9	265	25	607
400-415	6	7	7	7	206	11	18	33	8	9	252	27	591
415-430	12	5	4	11	200	14	13	23	9	5	258	36	590
430-445	13	8	7	9	225	6	10	19	3	11	277	37	625
445-500	13	18	9	13	219	6	5	28	15	6	262	39	633
500-515	12	14	10	6	213	11	9	27	8	10	285	32	637
515-530	12	8	6	13	238	9	13	45	10	6	272	45	677
530-545	16	14	1	8	221	8	10	46	11	12	249	56	652
545-600	18	28	9	8	259	4	6	43	14	5	250	38	682
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	46	56	38	44	863	36	34	65	37	34	974	72	2299
315-415	43	49	38	38	859	33	46	75	30	33	1008	85	2337
330-430	44	43	29	42	861	38	49	80	29	26	1008	103	2352
345-445	42	36	25	37	869	39	48	83	23	34	1052	125	2413
400-500	44	38	27	40	850	37	46	103	35	31	1049	139	2439
415-515	50	45	30	39	857	37	37	97	35	32	1082	144	2485
430-530	50	48	32	41	895	32	37	119	36	33	1096	153	2572
445-545	53	54	26	40	891	34	37	146	44	34	1068	172	2599
500-600	58	64	26	35	931	32	38	161	43	33	1056	171	2648

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	9	6	14	8	37
315-330	7	11	9	13	40
330-345	5	8	11	7	31
345-400	7	19	15	16	57
400-415	7	23	14	21	65
415-430	10	10	10	11	41
430-445	10	10	14	13	47
445-500	14	15	5	9	43
500-515	10	17	14	10	51
515-530	7	14	14	20	55
530-545	12	12	17	15	56
545-600	23	20	16	12	71
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	28	44	49	44	165
315-415	26	61	49	57	193
330-430	29	60	50	55	194
345-445	34	62	53	61	210
400-500	41	58	43	54	196
415-515	44	52	43	43	182
430-530	41	56	47	52	196
445-545	43	58	50	54	205
500-600	52	63	61	57	233

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	2	2	1	5
315-330	0	1	0	3	4
330-345	3	0	0	0	3
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	1	0	1	1	3
430-445	0	1	0	0	1
445-500	0	0	1	5	6
500-515	2	0	0	1	3
515-530	2	0	2	0	4
530-545	2	0	0	0	2
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	3	3	2	4	12
315-415	3	1	0	3	7
330-430	4	0	1	1	6
345-445	1	1	1	1	4
400-500	1	1	2	6	10
415-515	3	1	2	7	13
430-530	4	1	3	6	14
445-545	6	0	3	6	15
500-600	7	0	2	1	10

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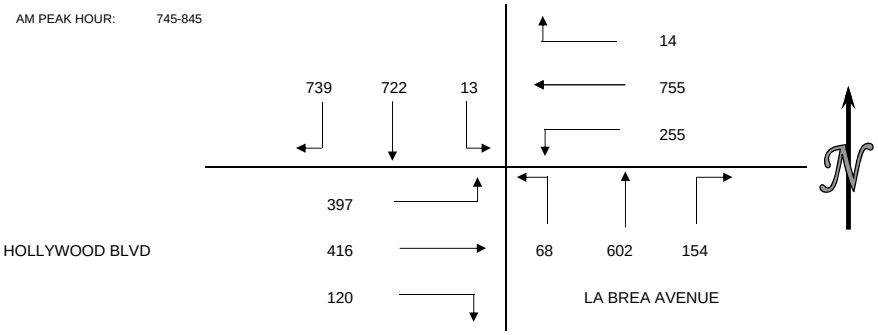
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S LA BREA AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	173	176	6	3	151	56	32	80	18	27	49	52	823
715-730	142	145	1	2	184	65	23	104	14	23	65	74	842
730-745	179	185	3	3	192	67	32	153	21	22	87	91	1035
745-800	207	181	1	1	204	65	21	139	13	28	91	89	1040
800-815	199	160	4	3	186	59	40	149	27	28	97	100	1052
815-830	175	196	3	3	207	72	42	154	15	34	111	94	1106
830-845	158	185	5	7	158	59	51	160	13	30	117	114	1057
845-900	156	170	4	6	171	66	56	145	16	44	111	86	1031
900-915	158	203	2	5	154	56	50	147	17	30	116	82	1020
915-930	146	156	1	9	171	62	47	132	13	33	133	90	993
930-945	146	186	11	4	152	52	42	155	13	22	121	93	997
945-1000	121	144	8	1	119	42	44	79	12	25	81	73	749
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	701	687	11	9	731	253	108	476	66	100	292	306	3740
715-815	727	671	9	9	766	256	116	545	75	101	340	354	3969
730-830	760	722	11	10	789	263	135	595	76	112	386	374	4233
745-845	739	722	13	14	755	255	154	602	68	120	416	397	4255
800-900	688	711	16	19	722	256	189	608	71	136	436	394	4246
815-915	647	754	14	21	690	253	199	606	61	138	455	376	4214
830-930	618	714	12	27	654	243	204	584	59	137	477	372	4101
845-945	606	715	18	24	648	236	195	579	59	129	481	351	4041
900-1000	571	689	22	19	596	212	183	513	55	110	451	338	3759

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	10	19	9	7	45
715-730	17	10	18	13	58
730-745	16	20	9	8	53
745-800	27	12	14	13	66
800-815	14	22	14	7	57
815-830	25	15	17	21	78
830-845	20	20	29	13	82
854-900	29	16	26	17	88
900-915	27	31	19	22	99
915-930	18	34	21	6	79
930-945	27	39	15	13	94
945-1000	19	38	19	13	89
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	70	61	50	41	222
715-815	74	64	55	41	234
730-830	82	69	54	49	254
745-845	86	69	74	54	283
800-900	88	73	86	58	305
815-915	101	82	91	73	347
830-930	94	101	95	58	348
845-945	101	120	81	58	360
900-1000	91	142	74	54	361

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	2	2	2	0	6
730-745	0	0	1	0	1
745-800	2	0	0	1	3
800-815	1	2	2	0	5
815-830	0	0	0	0	0
830-845	2	0	2	0	4
845-900	4	4	3	0	11
900-915	2	0	1	0	3
915-930	4	0	1	0	5
930-945	1	1	0	0	2
945-1000	1	3	1	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	2	3	1	10
715-815	5	4	5	1	15
730-830	3	2	3	1	9
745-845	5	2	4	1	12
800-900	7	6	7	0	20
815-915	8	4	6	0	18
830-930	12	4	7	0	23
845-945	11	5	5	0	21
900-1000	8	4	3	0	15

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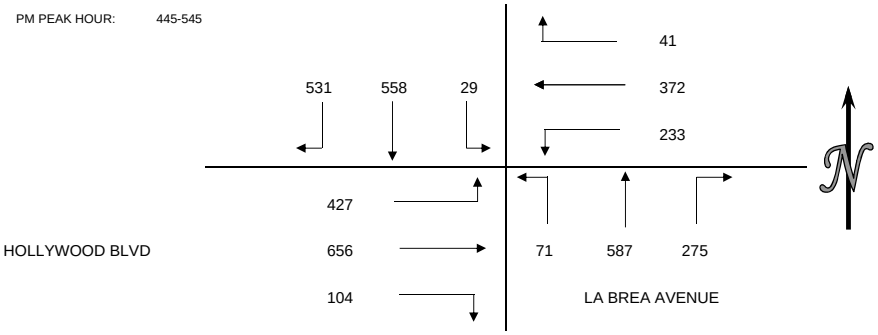
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	132	130	21	20	107	70	81	139	15	26	122	96	959
315-330	121	148	15	6	74	50	67	132	19	32	158	82	904
330-345	152	140	14	12	84	65	77	166	13	19	145	94	981
345-400	138	133	12	9	95	58	60	147	13	22	182	108	977
400-415	125	153	9	10	81	63	77	159	14	31	130	83	935
415-430	129	135	4	4	94	57	70	158	16	25	177	91	960
430-445	130	147	8	12	90	58	61	160	16	31	152	86	951
445-500	139	126	4	12	88	57	55	139	22	26	179	104	951
500-515	129	120	9	10	88	59	55	154	16	16	140	110	906
515-530	132	141	7	8	94	72	84	141	16	35	159	99	988
530-545	131	171	9	11	102	45	81	153	17	27	178	114	1039
545-600	136	153	9	8	115	66	56	132	15	28	131	82	931
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	543	551	62	47	360	243	285	584	60	99	607	380	3821
315-415	536	574	50	37	334	236	281	604	59	104	615	367	3797
330-430	544	561	39	35	354	243	284	630	56	97	634	376	3853
345-445	522	568	33	35	360	236	268	624	59	109	641	368	3823
400-500	523	561	25	38	353	235	263	616	68	113	638	364	3797
415-515	527	528	25	38	360	231	241	611	70	98	648	391	3768
430-530	530	534	28	42	360	246	255	594	70	108	630	399	3796
445-545	531	558	29	41	372	233	275	587	71	104	656	427	3884
500-600	528	585	34	37	399	242	276	580	64	106	608	405	3864

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	33	55	32	10	130
315-330	34	53	34	18	139
330-345	34	56	20	18	128
345-400	39	81	38	16	174
400-415	32	60	40	37	169
415-430	33	38	29	19	119
430-445	24	55	10	14	103
445-500	39	53	34	13	139
500-515	44	44	34	26	148
515-530	46	41	54	25	166
530-545	45	50	42	31	168
545-600	50	37	38	40	165
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	140	245	124	62	571
315-415	139	250	132	89	610
330-430	138	235	127	90	590
345-445	128	234	117	86	565
400-500	128	206	113	83	530
415-515	140	190	107	72	509
430-530	153	193	132	78	556
445-545	174	188	164	95	621
500-600	185	172	168	122	647

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	5	1	3	1	10
315-330	0	1	1	0	2
330-345	3	0	0	1	4
345-400	0	1	0	0	1
400-415	0	0	0	0	0
415-430	2	0	1	0	3
430-445	1	0	1	0	2
445-500	1	1	1	0	3
500-515	0	0	1	0	1
515-530	4	1	2	0	7
530-545	1	4	3	0	8
545-600	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	8	3	4	2	17
315-415	3	2	1	1	7
330-430	5	1	1	1	8
345-445	3	1	2	0	6
400-500	4	1	3	0	8
415-515	4	1	4	0	9
430-530	6	2	5	0	13
445-545	6	6	7	0	19
500-600	6	6	6	0	18

WILTEC

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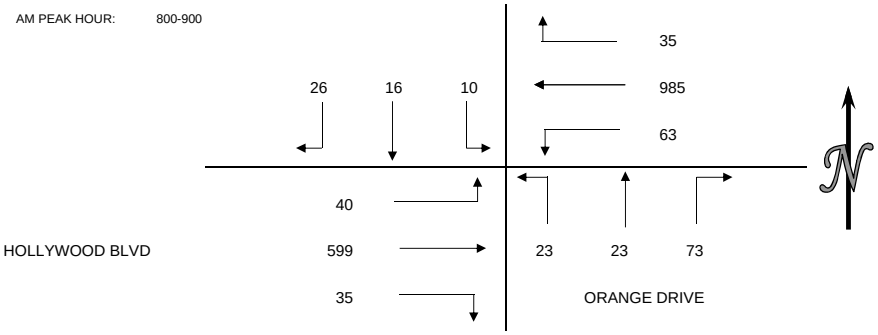
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S ORANGE DRIVE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	0	1	5	205	4	11	2	5	6	85	0	333
715-730	3	4	5	4	249	7	13	1	4	4	95	1	390
730-745	5	3	1	9	239	14	14	5	2	4	103	2	401
745-800	6	4	1	4	258	24	35	2	8	8	106	1	457
800-815	8	6	2	6	268	14	45	5	7	11	136	9	517
815-830	4	4	3	7	248	18	8	2	8	6	149	6	463
830-845	5	2	3	11	250	12	8	1	3	3	162	10	470
845-900	9	4	2	11	219	19	12	15	5	15	152	15	478
900-915	7	6	6	20	231	14	15	8	4	10	126	14	461
915-930	9	3	3	18	215	19	9	8	2	10	137	25	458
930-945	15	1	4	16	197	26	14	7	0	12	135	11	438
945-1000	14	3	3	18	166	20	17	5	4	8	136	12	406
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	23	11	8	22	951	49	73	10	19	22	389	4	1581
715-815	22	17	9	23	1014	59	107	13	21	27	440	13	1765
730-830	23	17	7	26	1013	70	102	14	25	29	494	18	1838
745-845	23	16	9	28	1024	68	96	10	26	28	553	26	1907
800-900	26	16	10	35	985	63	73	23	23	35	599	40	1928
815-915	25	16	14	49	948	63	43	26	20	34	589	45	1872
830-930	30	15	14	60	915	64	44	32	14	38	577	64	1867
845-945	40	14	15	65	862	78	50	38	11	47	550	65	1835
900-1000	45	13	16	72	809	79	55	28	10	40	534	62	1763

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	31	25	35	9	100
715-730	32	29	36	6	103
730-745	31	43	33	19	126
745-800	63	41	30	23	157
800-815	50	36	50	18	154
815-830	74	50	26	14	164
830-845	108	51	47	9	215
854-900	109	83	85	18	295
900-915	144	89	61	18	312
915-930	150	85	66	21	322
930-945	121	69	84	16	290
945-1000	142	69	91	12	314
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	157	138	134	57	486
715-815	176	149	149	66	540
730-830	218	170	139	74	601
745-845	295	178	153	64	690
800-900	341	220	208	59	828
815-915	435	273	219	59	986
830-930	511	308	259	66	1144
845-945	524	326	296	73	1219
900-1000	557	312	302	67	1238

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	1	3
715-730	0	0	2	0	2
730-745	2	0	0	1	3
745-800	4	1	0	0	5
800-815	3	2	2	0	7
815-830	0	0	3	1	4
830-845	2	0	2	1	5
845-900	5	1	1	0	7
900-915	3	0	1	0	4
915-930	2	0	3	0	5
930-945	2	1	0	0	3
945-1000	1	1	1	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	1	3	2	13
715-815	9	3	4	1	17
730-830	9	3	5	2	19
745-845	9	3	7	2	21
800-900	10	3	8	2	23
815-915	10	1	7	2	20
830-930	12	1	7	1	21
845-945	12	2	5	0	19
900-1000	8	2	5	0	15

WILTEC

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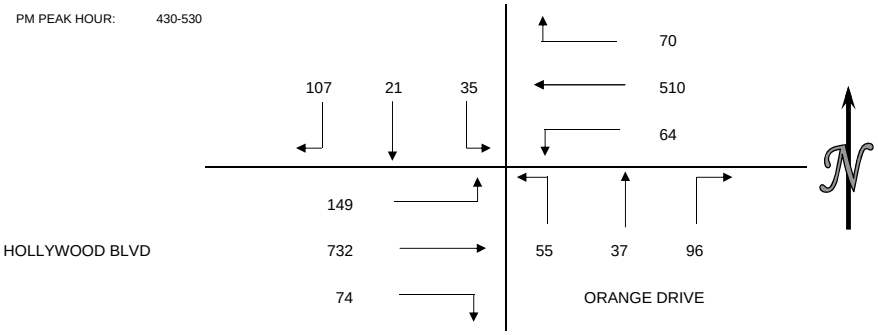
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S ORANGE DRIVE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	27	0	3	21	132	11	21	7	11	13	219	12	477
315-330	18	2	6	19	132	17	36	13	3	15	164	43	468
330-345	22	3	9	16	149	17	21	14	5	11	192	24	483
345-400	12	1	3	13	120	15	22	10	8	19	187	19	429
400-415	19	3	2	22	135	13	16	6	7	17	190	28	458
415-430	14	5	4	14	141	17	23	7	10	11	172	35	453
430-445	25	5	14	11	133	19	21	10	15	22	179	48	502
445-500	27	4	8	25	138	13	21	16	4	23	185	35	499
500-515	28	4	5	16	122	21	25	8	19	12	181	30	471
515-530	27	8	8	18	117	11	29	3	17	17	187	36	478
530-545	28	6	4	11	127	13	34	11	18	12	200	23	487
545-600	21	5	4	7	121	13	24	10	16	19	197	34	471
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	79	6	21	69	533	60	100	44	27	58	762	98	1857
315-415	71	9	20	70	536	62	95	43	23	62	733	114	1838
330-430	67	12	18	65	545	62	82	37	30	58	741	106	1823
345-445	70	14	23	60	529	64	82	33	40	69	728	130	1842
400-500	85	17	28	72	547	62	81	39	36	73	726	146	1912
415-515	94	18	31	66	534	70	90	41	48	68	717	148	1925
430-530	107	21	35	70	510	64	96	37	55	74	732	149	1950
445-545	110	22	25	70	504	58	109	38	58	64	753	124	1935
500-600	104	23	21	52	487	58	112	32	70	60	765	123	1907

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	192	191	180	31	594
315-330	21	78	149	46	294
330-345	176	139	202	39	556
345-400	41	81	175	47	344
400-415	50	112	175	26	363
415-430	103	120	152	58	433
430-445	147	168	145	57	517
445-500	85	165	102	64	416
500-515	108	123	184	114	529
515-530	165	82	45	89	381
530-545	98	164	130	73	465
545-600	129	125	146	39	439
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	430	489	706	163	1788
315-415	288	410	701	158	1557
330-430	370	452	704	170	1696
345-445	341	481	647	188	1657
400-500	385	565	574	205	1729
415-515	443	576	583	293	1895
430-530	505	538	476	324	1843
445-545	456	534	461	340	1791
500-600	500	494	505	315	1814

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	0	2	2	7
315-330	3	0	1	3	7
330-345	4	1	0	2	7
345-400	0	1	1	2	4
400-415	1	1	2	0	4
415-430	3	0	3	1	7
430-445	4	0	0	0	4
445-500	1	1	2	2	6
500-515	0	1	2	1	4
515-530	4	0	1	2	7
530-545	1	0	2	1	4
545-600	4	1	1	2	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	10	2	4	9	25
315-415	8	3	4	7	22
330-430	8	3	6	5	22
345-445	8	2	6	3	19
400-500	9	2	7	3	21
415-515	8	2	7	4	21
430-530	9	2	5	5	21
445-545	6	2	7	6	21
500-600	9	2	6	6	23

WILTEC

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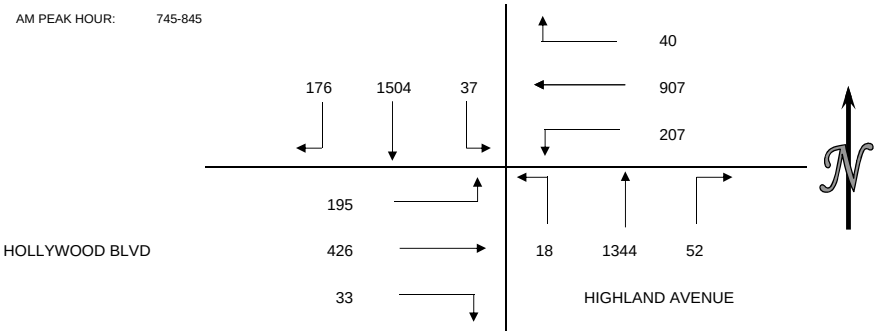
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	70	412	45	2	155	36	5	212	5	5	40	22	1009
715-730	69	440	13	1	206	36	9	268	7	5	53	29	1136
730-745	44	401	5	8	216	36	7	276	6	8	65	39	1111
745-800	37	397	15	5	236	56	24	316	5	5	87	53	1236
800-815	52	357	3	14	236	53	14	372	4	9	111	49	1274
815-830	45	379	12	10	222	63	8	338	6	7	115	43	1248
830-845	42	371	7	11	213	35	6	318	3	12	113	50	1181
845-900	37	367	11	6	208	50	10	300	7	10	120	36	1162
900-915	33	396	18	9	187	45	3	301	4	13	184	49	1242
915-930	43	359	15	39	216	54	8	323	5	18	90	28	1198
930-945	35	393	10	10	196	40	1	297	0	2	79	15	1078
945-1000	39	384	16	23	206	45	7	288	9	8	91	28	1144
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	220	1650	78	16	813	164	45	1072	23	23	245	143	4492
715-815	202	1595	36	28	894	181	54	1232	22	27	316	170	4757
730-830	178	1534	35	37	910	208	53	1302	21	29	378	184	4869
745-845	176	1504	37	40	907	207	52	1344	18	33	426	195	4939
800-900	176	1474	33	41	879	201	38	1328	20	38	459	178	4865
815-915	157	1513	48	36	830	193	27	1257	20	42	532	178	4833
830-930	155	1493	51	65	824	184	27	1242	19	53	507	163	4783
845-945	148	1515	54	64	807	189	22	1221	16	43	473	128	4680
900-1000	150	1532	59	81	805	184	19	1209	18	41	444	120	4662

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	44	36	24	55	159
715-730	83	29	24	71	207
730-745	62	36	33	112	243
745-800	83	55	55	113	306
800-815	100	54	61	144	359
815-830	86	53	45	101	285
830-845	132	48	86	84	350
854-900	103	72	58	86	319
900-915	84	74	36	119	313
915-930	97	39	25	108	269
930-945	133	40	17	53	243
945-1000	183	89	40	44	356
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	272	156	136	351	915
715-815	328	174	173	440	1115
730-830	331	198	194	470	1193
745-845	401	210	247	442	1300
800-900	421	227	250	415	1313
815-915	405	247	225	390	1267
830-930	416	233	205	397	1251
845-945	417	225	136	366	1144
900-1000	497	242	118	324	1181

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	2	1	1	5
715-730	5	2	0	6	13
730-745	1	0	0	16	17
745-800	4	1	0	3	8
800-815	2	1	1	0	4
815-830	2	4	1	2	9
830-845	3	0	3	1	7
845-900	2	2	1	2	7
900-915	1	0	0	3	4
915-930	0	0	4	9	13
930-945	0	1	0	0	1
945-1000	0	0	3	4	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	5	1	26	43
715-815	12	4	1	25	42
730-830	9	6	2	21	38
745-845	11	6	5	6	28
800-900	9	7	6	5	27
815-915	8	6	5	8	27
830-930	6	2	8	15	31
845-945	3	3	5	14	25
900-1000	1	1	7	16	25

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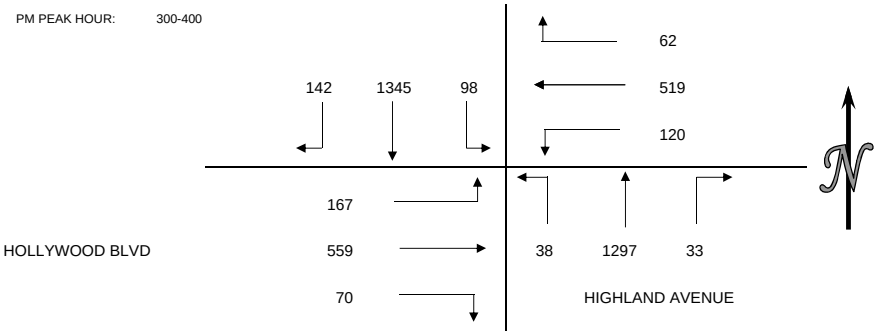
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	48	377	36	15	130	30	5	312	11	19	139	35	1157
315-330	37	291	22	16	127	41	14	340	7	24	128	50	1097
330-345	34	341	19	18	139	22	8	318	7	13	144	52	1115
345-400	23	336	21	13	123	27	6	327	13	14	148	30	1081
400-415	23	292	23	7	130	25	11	321	16	16	156	58	1078
415-430	32	319	41	8	123	44	12	292	4	28	128	60	1091
430-445	32	386	22	16	143	24	5	267	7	22	134	43	1101
445-500	29	345	17	13	123	33	7	244	14	11	153	53	1042
500-515	29	350	32	13	117	17	5	240	9	16	145	45	1018
515-530	23	357	17	7	112	17	14	224	8	16	196	59	1050
530-545	33	321	19	4	105	24	5	248	8	15	181	42	1005
545-600	28	367	17	28	139	28	8	234	7	37	123	27	1043
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	142	1345	98	62	519	120	33	1297	38	70	559	167	4450
315-415	117	1260	85	54	519	115	39	1306	43	67	576	190	4371
330-430	112	1288	104	46	515	118	37	1258	40	71	576	200	4365
345-445	110	1333	107	44	519	120	34	1207	40	80	566	191	4351
400-500	116	1342	103	44	519	126	35	1124	41	77	571	214	4312
415-515	122	1400	112	50	506	118	29	1043	34	77	560	201	4252
430-530	113	1438	88	49	495	91	31	975	38	65	628	200	4211
445-545	114	1373	85	37	457	91	31	956	39	58	675	199	4115
500-600	113	1395	85	52	473	86	32	946	32	84	645	173	4116

PM PEAK HOUR: 300-400



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	337	145	252	219	953
315-330	325	141	221	410	1097
330-345	435	144	130	294	1003
345-400	630	126	152	300	1208
400-415	497	161	261	236	1155
415-430	469	171	178	265	1083
430-445	324	177	206	210	917
445-500	296	125	176	247	844
500-515	351	104	174	294	923
515-530	352	146	217	229	944
530-545	417	126	153	213	909
545-600	247	134	174	202	757
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	1727	556	755	1223	4261
315-415	1887	572	764	1240	4463
330-430	2031	602	721	1095	4449
345-445	1920	635	797	1011	4363
400-500	1586	634	821	958	3999
415-515	1440	577	734	1016	3767
430-530	1323	552	773	980	3628
445-545	1416	501	720	983	3620
500-600	1367	510	718	938	3533

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	1	4	4	11
315-330	2	0	1	0	3
330-345	8	0	2	3	13
345-400	6	0	2	4	12
400-415	3	0	0	5	8
415-430	6	0	3	3	12
430-445	2	0	6	1	9
445-500	1	1	0	5	7
500-515	1	0	0	3	4
515-530	7	0	1	5	13
530-545	6	0	0	2	8
545-600	0	1	1	5	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	18	1	9	11	39
315-415	19	0	5	12	36
330-430	23	0	7	15	45
345-445	17	0	11	13	41
400-500	12	1	9	14	36
415-515	10	1	9	12	32
430-530	11	1	7	14	33
445-545	15	1	1	15	32
500-600	14	1	2	15	32

WILTEC

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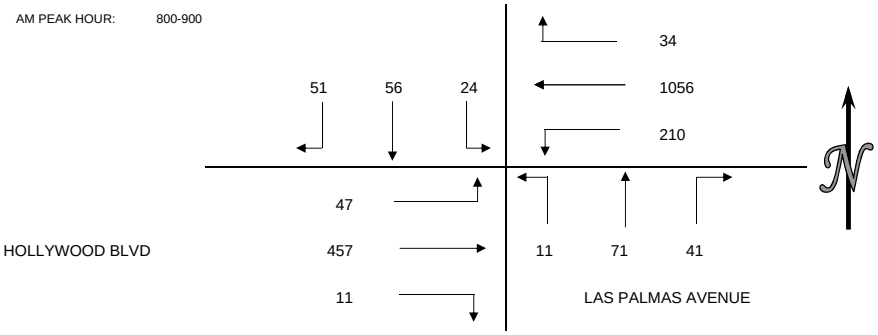
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S LAS PALMAS AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	12	1	4	2	204	20	3	1	1	1	60	1	310
715-730	8	9	2	4	245	23	4	0	1	1	72	2	371
730-745	5	7	6	2	266	31	4	6	3	3	89	5	427
745-800	9	8	6	7	290	54	7	4	3	2	112	2	504
800-815	10	14	7	9	286	55	9	4	0	4	115	5	518
815-830	17	15	7	7	255	47	14	16	6	1	108	5	498
830-845	13	12	5	7	259	49	13	25	4	1	119	15	522
845-900	11	15	5	11	256	59	5	26	1	5	115	22	531
900-915	11	14	3	8	242	39	6	13	1	3	124	5	469
915-930	4	18	7	10	260	48	6	9	3	5	100	2	472
930-945	13	8	10	10	284	50	13	5	4	2	114	7	520
945-1000	18	22	16	5	244	35	4	8	4	7	131	17	511
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	34	25	18	15	1005	128	18	11	8	7	333	10	1612
715-815	32	38	21	22	1087	163	24	14	7	10	388	14	1820
730-830	41	44	26	25	1097	187	34	30	12	10	424	17	1947
745-845	49	49	25	30	1090	205	43	49	13	8	454	27	2042
800-900	51	56	24	34	1056	210	41	71	11	11	457	47	2069
815-915	52	56	20	33	1012	194	38	80	12	10	466	47	2020
830-930	39	59	20	36	1017	195	30	73	9	14	458	44	1994
845-945	39	55	25	39	1042	196	30	53	9	15	453	36	1992
900-1000	46	62	36	33	1030	172	29	35	12	17	469	31	1972

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	13	4	9	1	27
715-730	12	7	17	2	38
730-745	20	5	15	5	45
745-800	29	7	21	1	58
800-815	39	7	16	7	69
815-830	28	3	32	7	70
830-845	40	6	26	2	74
854-900	38	4	60	14	116
900-915	25	3	21	13	62
915-930	58	11	56	13	138
930-945	48	5	57	16	126
945-1000	71	6	74	15	166
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	74	23	62	9	168
715-815	100	26	69	15	210
730-830	116	22	84	20	242
745-845	136	23	95	17	271
800-900	145	20	134	30	329
815-915	131	16	139	36	322
830-930	161	24	163	42	390
845-945	169	23	194	56	442
900-1000	202	25	208	57	492

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	3	0	0	0	3
730-745	2	0	1	0	3
745-800	1	0	4	1	6
800-815	3	0	0	2	5
815-830	2	0	2	2	6
830-845	4	0	0	1	5
845-900	0	0	1	1	2
900-915	3	0	1	0	4
915-930	0	1	1	0	2
930-945	0	0	1	0	1
945-1000	1	1	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	0	5	1	12
715-815	9	0	5	3	17
730-830	8	0	7	5	20
745-845	10	0	6	6	22
800-900	9	0	3	6	18
815-915	9	0	4	4	17
830-930	7	1	3	2	13
845-945	3	1	4	1	9
900-1000	4	2	3	1	10

WILTEC

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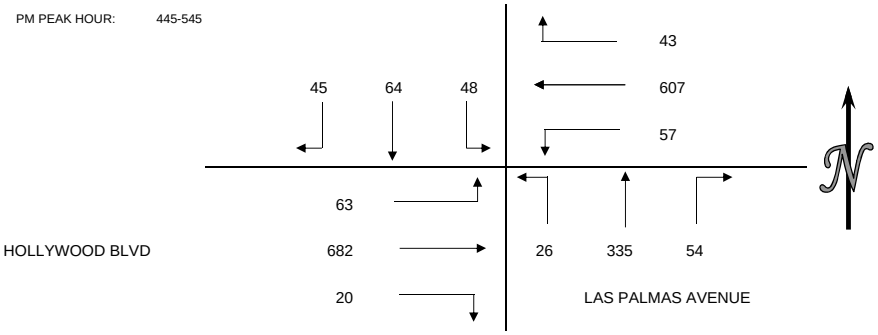
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00PM TO 6:00PM
INTERSECTION: N/S LAS PALMAS AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	12	20	24	11	160	23	12	38	4	8	152	17	481
315-330	8	18	10	9	145	20	16	38	4	10	144	18	440
330-345	7	8	16	9	155	12	14	49	6	4	156	15	451
345-400	12	11	15	9	174	18	22	53	3	3	155	15	490
400-415	9	10	18	4	159	20	8	79	6	1	161	11	486
415-430	8	13	14	9	138	16	12	61	8	6	148	17	450
430-445	6	12	9	13	150	15	8	60	3	1	154	5	436
445-500	10	13	15	10	166	12	15	87	3	6	176	10	523
500-515	9	18	10	12	142	11	11	83	10	2	163	17	488
515-530	7	15	14	8	139	22	18	80	6	7	178	18	512
530-545	19	18	9	13	160	12	10	85	7	5	165	18	521
545-600	7	13	11	10	132	13	16	74	9	10	165	15	475
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	39	57	65	38	634	73	64	178	17	25	607	65	1862
315-415	36	47	59	31	633	70	60	219	19	18	616	59	1867
330-430	36	42	63	31	626	66	56	242	23	14	620	58	1877
345-445	35	46	56	35	621	69	50	253	20	11	618	48	1862
400-500	33	48	56	36	613	63	43	287	20	14	639	43	1895
415-515	33	56	48	44	596	54	46	291	24	15	641	49	1897
430-530	32	58	48	43	597	60	52	310	22	16	671	50	1959
445-545	45	64	48	43	607	57	54	335	26	20	682	63	2044
500-600	42	64	44	43	573	58	55	322	32	24	671	68	1996

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	192	7	178	37	414
315-330	117	39	161	27	344
330-345	183	30	129	30	372
345-400	167	21	210	42	440
400-415	210	24	151	28	413
415-430	193	18	152	50	413
430-445	160	40	157	31	388
445-500	157	28	184	39	408
500-515	198	44	157	40	439
515-530	164	22	158	41	385
530-545	179	25	177	28	409
545-600	183	32	170	31	416
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	659	97	678	136	1570
315-415	677	114	651	127	1569
330-430	753	93	642	150	1638
345-445	730	103	670	151	1654
400-500	720	110	644	148	1622
415-515	708	130	650	160	1648
430-530	679	134	656	151	1620
445-545	698	119	676	148	1641
500-600	724	123	662	140	1649

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	3	0	5
315-330	2	0	4	0	6
330-345	4	0	1	1	6
345-400	2	0	2	1	5
400-415	1	1	6	0	8
415-430	2	0	3	0	5
430-445	1	0	3	1	5
445-500	3	0	1	0	4
500-515	4	2	4	0	10
515-530	0	0	3	1	4
530-545	4	0	6	1	11
545-600	1	1	2	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	10	0	10	2	22
315-415	9	1	13	2	25
330-430	9	1	12	2	24
345-445	6	1	14	2	23
400-500	7	1	13	1	22
415-515	10	2	11	1	24
430-530	8	2	11	2	23
445-545	11	2	14	2	29
500-600	9	3	15	2	29

WILTEC

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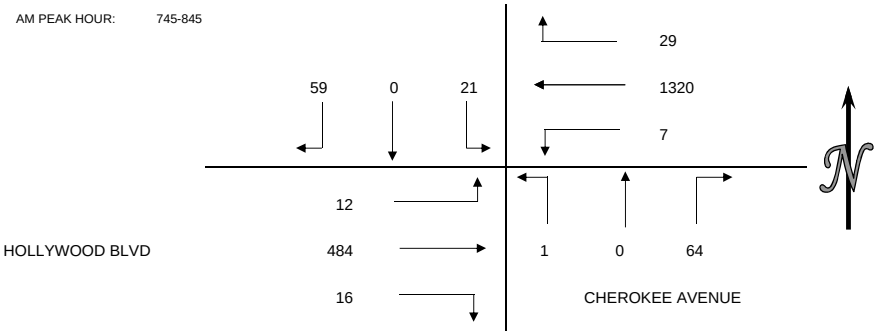
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CHEROKEE AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	18	0	7	9	223	1	1	0	0	1	74	3	337
715-730	8	0	3	9	268	1	5	0	1	1	68	5	369
730-745	8	0	6	4	301	1	2	0	0	1	86	3	412
745-800	12	0	6	5	337	2	14	0	0	4	118	2	500
800-815	19	0	4	5	322	1	20	0	1	4	111	7	494
815-830	18	0	4	8	327	2	16	0	0	6	143	0	524
830-845	10	0	7	11	334	2	14	0	0	2	112	3	495
845-900	14	0	7	10	310	1	7	0	0	2	128	2	481
900-915	19	0	5	6	300	1	6	0	0	1	126	3	467
915-930	9	0	6	12	339	9	5	0	0	3	127	3	513
930-945	24	0	4	9	299	4	4	0	0	1	112	6	463
945-1000	15	0	11	13	268	2	8	0	1	3	126	1	448
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	46	0	22	27	1129	5	22	0	1	7	346	13	1618
715-815	47	0	19	23	1228	5	41	0	2	10	383	17	1775
730-830	57	0	20	22	1287	6	52	0	1	15	458	12	1930
745-845	59	0	21	29	1320	7	64	0	1	16	484	12	2013
800-900	61	0	22	34	1293	6	57	0	1	14	494	12	1994
815-915	61	0	23	35	1271	6	43	0	0	11	509	8	1967
830-930	52	0	25	39	1283	13	32	0	0	8	493	11	1956
845-945	66	0	22	37	1248	15	22	0	0	7	493	14	1924
900-1000	67	0	26	40	1206	16	23	0	1	8	491	13	1891

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	19	0	7	1	27
715-730	7	1	8	2	18
730-745	27	5	12	2	46
745-800	21	2	18	5	46
800-815	25	4	23	10	62
815-830	29	3	17	6	55
830-845	24	2	21	2	49
854-900	51	3	32	5	91
900-915	52	3	25	2	82
915-930	17	5	35	2	59
930-945	44	8	35	5	92
945-1000	70	2	50	8	130
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	74	8	45	10	137
715-815	80	12	61	19	172
730-830	102	14	70	23	209
745-845	99	11	79	23	212
800-900	129	12	93	23	257
815-915	156	11	95	15	277
830-930	144	13	113	11	281
845-945	164	19	127	14	324
900-1000	183	18	145	17	363

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	3	0	1	0	4
730-745	1	0	1	0	2
745-800	3	0	3	0	6
800-815	1	0	1	0	2
815-830	5	0	2	0	7
830-845	4	0	1	0	5
845-900	5	1	2	0	8
900-915	1	0	1	0	2
915-930	0	2	5	1	8
930-945	2	0	2	0	4
945-1000	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	9	0	5	0	14
715-815	8	0	6	0	14
730-830	10	0	7	0	17
745-845	13	0	7	0	20
800-900	15	1	6	0	22
815-915	15	1	6	0	22
830-930	10	3	9	1	23
845-945	8	3	10	1	22
900-1000	4	2	8	1	15

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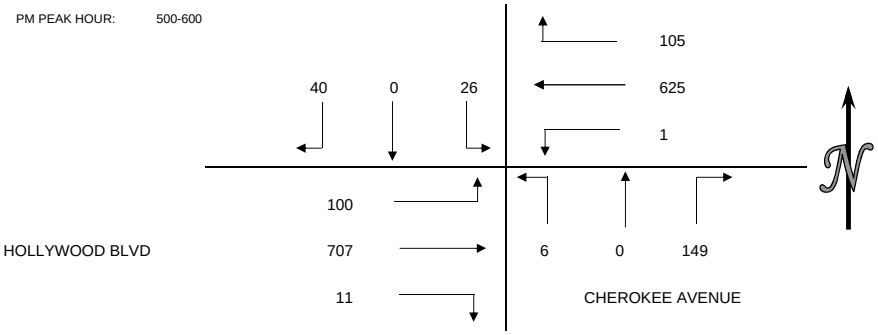
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CHEROKEE AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	17	0	8	24	197	1	17	0	0	4	184	5	457
315-330	5	0	5	19	180	0	28	0	0	1	176	12	426
330-345	17	0	4	9	151	0	34	0	0	3	170	6	394
345-400	9	0	5	21	144	1	18	0	1	4	183	3	389
400-415	14	0	9	16	142	0	26	0	0	2	178	16	403
415-430	12	0	15	20	187	0	29	0	1	5	200	18	487
430-445	8	0	6	15	144	1	24	0	0	7	162	14	381
445-500	5	0	6	14	155	1	34	0	0	4	160	21	400
500-515	7	0	5	14	137	0	45	0	3	3	183	26	423
515-530	14	0	6	24	159	0	32	0	0	4	205	20	464
530-545	13	0	9	39	148	1	35	0	2	3	149	29	428
545-600	6	0	6	28	181	0	37	0	1	1	170	25	455
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	48	0	22	73	672	2	97	0	1	12	713	26	1666
315-415	45	0	23	65	617	1	106	0	1	10	707	37	1612
330-430	52	0	33	66	624	1	107	0	2	14	731	43	1673
345-445	43	0	35	72	617	2	97	0	2	18	723	51	1660
400-500	39	0	36	65	628	2	113	0	1	18	700	69	1671
415-515	32	0	32	63	623	2	132	0	4	19	705	79	1691
430-530	34	0	23	67	595	2	135	0	3	18	710	81	1668
445-545	39	0	26	91	599	2	146	0	5	14	697	96	1715
500-600	40	0	26	105	625	1	149	0	6	11	707	100	1770

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	217	15	179	42	453
315-330	170	17	165	28	380
330-345	135	9	149	28	321
345-400	128	11	146	27	312
400-415	157	17	166	21	361
415-430	164	9	156	27	356
430-445	100	13	146	38	297
445-500	129	5	168	31	333
500-515	193	6	125	37	361
515-530	106	13	158	25	302
530-545	142	13	119	16	290
545-600	152	7	126	32	317
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	650	52	639	125	1466
315-415	590	54	626	104	1374
330-430	584	46	617	103	1350
345-445	549	50	614	113	1326
400-500	550	44	636	117	1347
415-515	586	33	595	133	1347
430-530	528	37	597	131	1293
445-545	570	37	570	109	1286
500-600	593	39	528	110	1270

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	5	1	9	0	15
315-330	2	0	4	1	7
330-345	2	0	2	1	5
345-400	4	0	1	0	5
400-415	3	0	1	0	4
415-430	4	0	2	0	6
430-445	1	0	9	0	10
445-500	4	1	2	1	8
500-515	0	0	2	0	2
515-530	5	0	5	0	10
530-545	4	3	2	0	9
545-600	3	1	4	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	13	1	16	2	32
315-415	11	0	8	2	21
330-430	13	0	6	1	20
345-445	12	0	13	0	25
400-500	12	1	14	1	28
415-515	9	1	15	1	26
430-530	10	1	18	1	30
445-545	13	4	11	1	29
500-600	12	4	13	0	29

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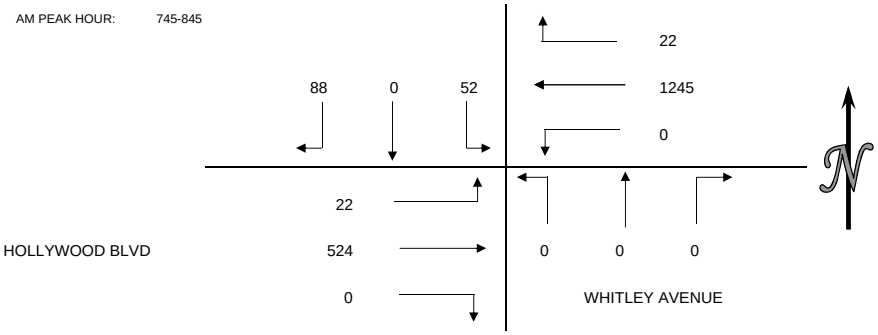
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WHITLEY AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	10	0	14	6	286	0	0	0	0	0	75	1	392
715-730	15	0	4	1	276	0	0	0	0	0	93	3	392
730-745	18	0	5	6	294	0	0	0	0	0	107	2	432
745-800	21	0	14	5	297	0	0	0	0	0	125	2	464
800-815	17	0	10	6	326	0	0	0	0	0	128	14	501
815-830	27	0	13	3	303	0	0	0	0	0	148	1	495
830-845	23	0	15	8	319	0	0	0	0	0	123	5	493
845-900	24	0	6	13	292	0	0	0	0	0	124	3	462
900-915	12	0	12	6	309	0	0	0	0	0	124	10	473
915-930	29	0	8	10	320	0	0	0	0	0	134	2	503
930-945	16	0	14	6	295	0	0	0	0	0	105	8	444
945-1000	19	0	10	8	276	0	0	0	0	0	166	11	490
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	64	0	37	18	1153	0	0	0	0	0	400	8	1680
715-815	71	0	33	18	1193	0	0	0	0	0	453	21	1789
730-830	83	0	42	20	1220	0	0	0	0	0	508	19	1892
745-845	88	0	52	22	1245	0	0	0	0	0	524	22	1953
800-900	91	0	44	30	1240	0	0	0	0	0	523	23	1951
815-915	86	0	46	30	1223	0	0	0	0	0	519	19	1923
830-930	88	0	41	37	1240	0	0	0	0	0	505	20	1931
845-945	81	0	40	35	1216	0	0	0	0	0	487	23	1882
900-1000	76	0	44	30	1200	0	0	0	0	0	529	31	1910

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	9	1	9	2	21
715-730	16	0	6	5	27
730-745	21	7	3	2	33
745-800	27	11	12	7	57
800-815	38	7	9	6	60
815-830	34	7	5	6	52
830-845	29	6	1	3	39
854-900	44	4	3	5	56
900-915	57	5	14	8	84
915-930	44	16	18	10	88
930-945	51	6	22	4	83
945-1000	66	5	10	10	91
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	73	19	30	16	138
715-815	102	25	30	20	177
730-830	120	32	29	21	202
745-845	128	31	27	22	208
800-900	145	24	18	20	207
815-915	164	22	23	22	231
830-930	174	31	36	26	267
845-945	196	31	57	27	311
900-1000	218	32	64	32	346

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	2	0	1	0	3
730-745	1	0	1	0	2
745-800	1	0	1	0	2
800-815	0	0	0	1	1
815-830	2	0	0	0	2
830-845	1	1	0	1	3
845-900	3	0	1	0	4
900-915	3	0	0	0	3
915-930	3	0	0	0	3
930-945	0	0	1	1	2
945-1000	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	0	3	0	8
715-815	4	0	3	1	8
730-830	4	0	2	1	7
745-845	4	1	1	2	8
800-900	6	1	1	2	10
815-915	9	1	1	1	12
830-930	10	1	1	1	13
845-945	9	0	2	1	12
900-1000	8	0	1	1	10

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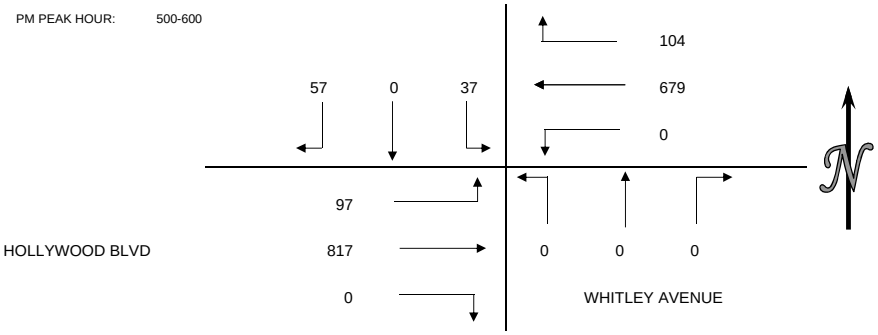
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 3:00PM TO 6:00PM
INTERSECTION: N/S WHITLEY AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	12	0	10	17	172	0	0	0	0	0	198	19	428
315-330	14	0	12	13	175	0	0	0	0	0	214	10	438
330-345	6	0	9	15	152	0	0	0	0	0	194	9	385
345-400	1	0	13	17	158	0	0	0	0	0	204	7	400
400-415	3	0	14	4	148	0	0	0	0	0	188	10	367
415-430	5	0	14	17	163	0	0	0	0	0	213	19	431
430-445	12	0	16	16	149	0	0	0	0	0	206	11	410
445-500	20	0	8	18	154	0	0	0	0	0	210	4	414
500-515	8	0	3	21	174	0	0	0	0	0	202	17	425
515-530	16	0	6	38	162	0	0	0	0	0	224	28	474
530-545	14	0	18	24	171	0	0	0	0	0	190	16	433
545-600	19	0	10	21	172	0	0	0	0	0	201	36	459
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	33	0	44	62	657	0	0	0	0	0	810	45	1651
315-415	24	0	48	49	633	0	0	0	0	0	800	36	1590
330-430	15	0	50	53	621	0	0	0	0	0	799	45	1583
345-445	21	0	57	54	618	0	0	0	0	0	811	47	1608
400-500	40	0	52	55	614	0	0	0	0	0	817	44	1622
415-515	45	0	41	72	640	0	0	0	0	0	831	51	1680
430-530	56	0	33	93	639	0	0	0	0	0	842	60	1723
445-545	58	0	35	101	661	0	0	0	0	0	826	65	1746
500-600	57	0	37	104	679	0	0	0	0	0	817	97	1791

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	137	18	59	12	226
315-330	134	12	48	29	223
330-345	126	26	69	38	259
345-400	93	31	47	2	173
400-415	83	28	77	25	213
415-430	109	27	81	20	237
430-445	155	7	55	28	245
445-500	109	16	59	42	226
500-515	174	18	40	14	246
515-530	148	39	55	35	277
530-545	141	14	44	29	228
545-600	164	38	40	8	250
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	490	87	223	81	881
315-415	436	97	241	94	868
330-430	411	112	274	85	882
345-445	440	93	260	75	868
400-500	456	78	272	115	921
415-515	547	68	235	104	954
430-530	586	80	209	119	994
445-545	572	87	198	120	977
500-600	627	109	179	86	1001

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	0	2	3
315-330	0	1	0	0	1
330-345	0	0	2	0	2
345-400	1	0	0	0	1
400-415	0	0	0	0	0
415-430	0	1	1	0	2
430-445	0	1	1	2	4
445-500	1	0	0	0	1
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	1	0	2	0	3
545-600	2	1	0	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	1	2	2	7
315-415	1	1	2	0	4
330-430	1	1	3	0	5
345-445	1	2	2	2	7
400-500	1	2	2	2	7
415-515	1	2	2	2	7
430-530	1	1	2	2	6
445-545	2	0	3	0	5
500-600	3	1	3	1	8

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

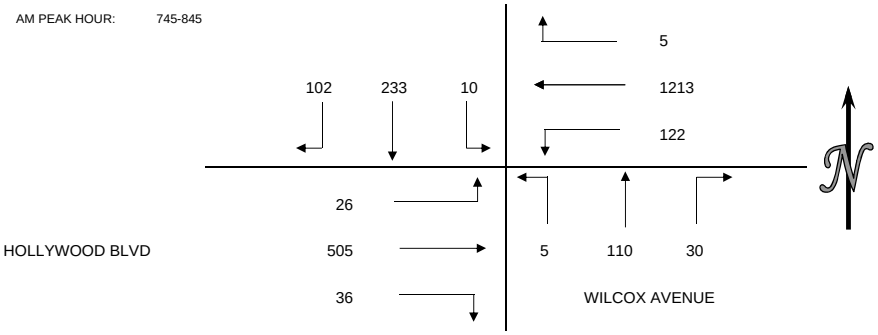
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILCOX AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	32	56	2	3	235	17	0	4	1	2	97	0	449
715-730	49	89	2	1	262	27	3	5	1	4	84	1	528
730-745	29	56	1	2	228	21	10	17	7	3	106	3	483
745-800	25	70	2	2	312	31	8	24	1	8	146	4	633
800-815	25	40	3	1	311	34	6	30	1	11	135	8	605
815-830	24	72	4	0	280	27	7	29	2	10	102	8	565
830-845	28	51	1	2	310	30	9	27	1	7	122	6	594
845-900	26	51	1	2	286	31	8	35	3	9	125	6	583
900-915	16	43	2	3	289	18	7	26	3	7	127	6	547
915-930	16	52	1	5	312	30	16	26	7	8	133	4	610
930-945	21	49	3	5	275	19	18	36	25	11	114	7	583
945-1000	29	60	1	2	241	27	21	24	11	18	130	12	576
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	135	271	7	8	1037	96	21	50	10	17	433	8	2093
715-815	128	255	8	6	1113	113	27	76	10	26	471	16	2249
730-830	103	238	10	5	1131	113	31	100	11	32	489	23	2286
745-845	102	233	10	5	1213	122	30	110	5	36	505	26	2397
800-900	103	214	9	5	1187	122	30	121	7	37	484	28	2347
815-915	94	217	8	7	1165	106	31	117	9	33	476	26	2289
830-930	86	197	5	12	1197	109	40	114	14	31	507	22	2334
845-945	79	195	7	15	1162	98	49	123	38	35	499	23	2323
900-1000	82	204	7	15	1117	94	62	112	46	44	504	29	2316

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	14	6	0	4	24
715-730	26	5	18	4	53
730-745	12	6	8	8	34
745-800	29	2	20	3	54
800-815	29	21	25	21	96
815-830	17	11	35	4	67
830-845	36	10	23	26	95
854-900	23	15	27	23	88
900-915	41	22	36	17	116
915-930	39	17	29	9	94
930-945	28	17	37	12	94
945-1000	47	10	44	12	113
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	81	19	46	19	165
715-815	96	34	71	36	237
730-830	87	40	88	36	251
745-845	111	44	103	54	312
800-900	105	57	110	74	346
815-915	117	58	121	70	366
830-930	139	64	115	75	393
845-945	131	71	129	61	392
900-1000	155	66	146	50	417

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	0	2
715-730	0	0	0	0	0
730-745	4	1	1	0	6
745-800	1	0	1	2	4
800-815	3	0	0	2	5
815-830	3	0	2	2	7
830-845	4	0	1	1	6
845-900	3	1	3	2	9
900-915	2	0	1	0	3
915-930	2	0	3	2	7
930-945	2	0	0	1	3
945-1000	1	0	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	1	3	2	12
715-815	8	1	2	4	15
730-830	11	1	4	6	22
745-845	11	0	4	7	22
800-900	13	1	6	7	27
815-915	12	1	7	5	25
830-930	11	1	8	5	25
845-945	9	1	7	5	22
900-1000	7	0	5	4	16

WILTEC

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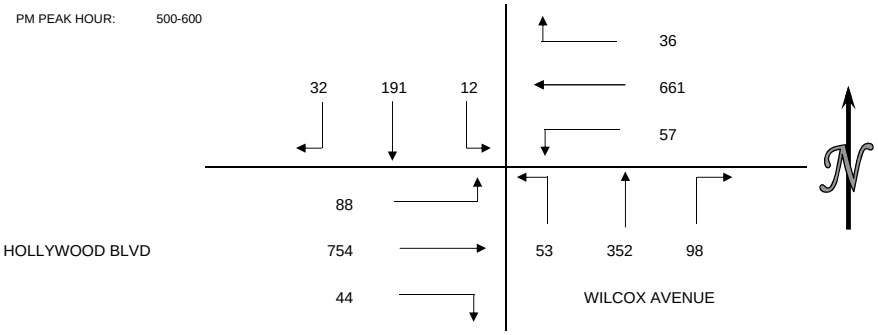
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 3:00PM TO 6:00PM
INTERSECTION: N/S WILCOX AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	11	35	3	11	171	19	27	47	11	15	201	10	561
315-330	6	38	7	3	141	12	25	71	14	15	192	22	546
330-345	7	65	1	10	176	28	17	71	10	7	182	12	586
345-400	6	49	5	3	139	9	26	58	11	11	213	19	549
400-415	10	46	10	12	150	19	23	72	4	14	201	38	599
415-430	8	41	6	4	142	10	21	83	5	9	187	20	536
430-445	12	61	11	14	145	15	16	68	7	20	165	26	560
445-500	10	53	3	6	138	13	15	74	12	31	168	18	541
500-515	6	45	2	17	167	12	30	79	14	12	187	31	602
515-530	11	43	3	8	173	9	19	83	16	7	201	15	588
530-545	6	45	2	6	148	17	26	93	15	18	190	26	592
545-600	9	58	5	5	173	19	23	97	8	7	176	16	596
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	30	187	16	27	627	68	95	247	46	48	788	63	2242
315-415	29	198	23	28	606	68	91	272	39	47	788	91	2280
330-430	31	201	22	29	607	66	87	284	30	41	783	89	2270
345-445	36	197	32	33	576	53	86	281	27	54	766	103	2244
400-500	40	201	30	36	575	57	75	297	28	74	721	102	2236
415-515	36	200	22	41	592	50	82	304	38	72	707	95	2239
430-530	39	202	19	45	623	49	80	304	49	70	721	90	2291
445-545	33	186	10	37	626	51	90	329	57	68	746	90	2323
500-600	32	191	12	36	661	57	98	352	53	44	754	88	2378

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	118	39	86	30	273
315-330	105	20	102	39	266
330-345	126	28	79	27	260
345-400	96	8	92	17	213
400-415	125	25	96	23	269
415-430	114	23	100	41	278
430-445	100	32	111	45	288
445-500	94	12	86	11	203
500-515	104	22	97	81	304
515-530	99	29	123	24	275
530-545	133	21	100	25	279
545-600	54	29	83	62	228
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	445	95	359	113	1012
315-415	452	81	369	106	1008
330-430	461	84	367	108	1020
345-445	435	88	399	126	1048
400-500	433	92	393	120	1038
415-515	412	89	394	178	1073
430-530	397	95	417	161	1070
445-545	430	84	406	141	1061
500-600	390	101	403	192	1086

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	3	5	1	12
315-330	4	0	1	0	5
330-345	5	0	4	1	10
345-400	3	2	4	2	11
400-415	3	3	2	2	10
415-430	5	0	1	0	6
430-445	1	0	4	4	9
445-500	4	1	7	2	14
500-515	1	0	2	2	5
515-530	6	0	8	0	14
530-545	3	0	2	2	7
545-600	3	2	7	2	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	15	5	14	4	38
315-415	15	5	11	5	36
330-430	16	5	11	5	37
345-445	12	5	11	8	36
400-500	13	4	14	8	39
415-515	11	1	14	8	34
430-530	12	1	21	8	42
445-545	14	1	19	6	40
500-600	13	2	19	6	40

Location ID: 12
North/South: Cahuenga Blvd
East/West: Hollywood Blvd

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	33	185	4	7	174	5	2	41	2	2	62	5	522
07:15	50	238	5	4	153	15	0	62	1	2	79	2	611
07:30	78	288	8	7	248	14	2	103	0	7	80	9	844
07:45	65	330	6	8	240	12	4	91	2	1	104	11	874
08:00	73	270	13	10	288	15	5	116	3	3	132	7	935
08:15	69	288	7	10	243	11	8	147	7	6	109	10	915
08:30	98	316	9	7	235	14	7	172	3	9	112	15	997
08:45	96	289	4	10	224	17	8	145	3	9	123	5	933
09:00	76	278	6	9	254	19	12	151	4	8	144	8	969
09:15	54	285	9	8	252	25	6	141	5	6	123	10	924
09:30	82	270	9	2	198	20	11	144	7	8	101	13	865
09:45	80	253	2	4	223	14	9	123	2	7	135	15	867
Total Volume:	854	3290	82	86	2732	181	74	1436	39	68	1304	110	10256
Approach %	20%	78%	2%	3%	91%	6%	5%	93%	3%	5%	88%	7%	
Peak Hr Begin:	8:30												
PHV	324	1168	28	34	965	75	33	609	15	32	502	38	3823
PHF	0.898			0.942			0.902			0.894			0.959

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	26	120	9	20	166	12	43	174	4	5	200	18	797
15:15	15	152	7	17	165	8	19	231	8	9	203	19	853
15:30	23	153	10	17	196	10	15	241	6	6	204	21	902
15:45	22	130	6	20	158	15	18	232	5	9	199	24	838
16:00	16	126	3	22	165	9	21	260	0	7	214	25	868
16:15	13	138	1	29	174	7	23	303	2	3	178	16	887
16:30	20	137	1	25	172	13	20	263	1	8	191	19	870
16:45	21	137	2	26	169	14	32	259	1	8	177	19	865
17:00	14	163	2	16	195	11	25	221	1	8	226	18	900
17:15	35	203	0	15	150	9	19	140	0	9	228	12	820
17:30	29	207	1	26	184	13	24	180	3	6	207	17	897
17:45	21	185	1	25	202	10	23	245	0	5	203	15	935
Total Volume:	255	1851	43	258	2096	131	282	2749	31	83	2430	223	10432
Approach %	12%	86%	2%	10%	84%	5%	9%	90%	1%	3%	89%	8%	
Peak Hr Begin:	17:00												
PHV	99	758	4	82	731	43	91	786	4	28	864	62	3552
PHF	0.904			0.903			0.822			0.946			0.950

	Pedestrians			
Leg:	North	East	South	West
07:00	11	6	8	4
07:15	18	9	17	5
07:30	18	6	19	7
07:45	11	11	22	8
08:00	17	13	32	8
08:15	25	9	15	8
08:30	42	13	22	16
08:45	36	9	30	22
09:00	44	13	26	9
09:15	26	9	40	11
09:30	30	9	32	9
09:45	43	20	50	16

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	1	0	1
07:30	1	3	0	0
07:45	1	3	1	3
08:00	0	1	0	1
08:15	1	2	0	4
08:30	0	3	0	0
08:45	0	1	0	0
09:00	1	3	0	1
09:15	1	3	0	1
09:30	1	2	0	0
09:45	0	4	0	4

	Pedestrians			
Leg:	North	East	South	West
16:00	113	41	113	34
16:15	130	20	157	44
16:30	100	21	141	49
16:45	128	37	116	42
17:00	99	24	107	29
17:15	116	20	117	43
17:30	96	37	118	34
17:45	114	31	107	28
18:00	115	45	124	49
18:15	91	31	137	31
18:30	108	20	150	34
18:45	104	41	120	29

	Bicycle			
Leg:	North	East	South	West
16:00	0	1	0	2
16:15	0	2	1	2
16:30	1	1	2	1
16:45	0	1	0	4
17:00	2	4	1	0
17:15	4	2	0	1
17:30	1	3	0	2
17:45	1	1	1	3
18:00	0	1	1	3
18:15	0	0	0	1
18:30	1	5	0	2
18:45	3	1	1	8

Location ID: 13
North/South: Ivar Ave
East/West: Hollywood Blvd

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	3	4	1	0	60	7	1	8	2	1	74	1	162
07:15	6	5	1	4	215	9	6	3	0	3	84	2	338
07:30	10	25	2	3	257	4	12	1	0	2	109	2	427
07:45	19	48	1	6	255	11	11	6	5	5	149	1	517
08:00	19	38	1	8	250	12	10	7	1	9	157	2	514
08:15	14	56	1	5	290	9	16	10	2	6	115	2	526
08:30	47	51	0	6	277	13	10	10	5	5	120	9	553
08:45	36	62	3	8	303	22	5	16	1	5	131	1	593
09:00	28	62	5	7	227	21	8	14	0	5	127	4	508
09:15	14	56	3	20	251	20	14	16	2	5	151	4	556
09:30	23	33	4	7	230	24	17	8	1	2	116	3	468
09:45	15	38	3	10	271	18	11	13	2	2	129	4	516
Total Volume:	234	478	25	84	2886	170	121	112	21	50	1462	35	5678
Approach %	32%	65%	3%	3%	92%	5%	48%	44%	8%	3%	95%	2%	
Peak Hr Begin:	8:30												
PHV	125	231	11	41	1058	76	37	56	8	20	529	18	2210
PHF	0.908			0.882			0.789			0.886			0.932

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	8	8	1	7	216	9	24	31	6	5	207	8	530
15:15	8	9	3	11	202	9	18	28	7	5	217	4	521
15:30	6	9	2	6	194	14	33	60	15	4	204	9	556
15:45	10	7	3	4	184	14	17	37	12	5	195	10	498
16:00	4	11	1	14	162	19	33	35	17	4	207	6	513
16:15	2	6	4	12	176	14	32	46	8	5	185	3	493
16:30	3	15	2	3	175	7	28	39	5	11	227	3	518
16:45	4	11	4	9	179	13	22	47	8	0	203	7	507
17:00	5	8	2	10	170	20	32	69	13	11	207	8	555
17:15	5	10	2	13	170	10	22	54	3	5	238	8	540
17:30	5	9	4	12	169	12	29	42	9	8	205	8	512
17:45	4	8	3	11	155	12	21	44	9	9	224	9	509
Total Volume:	64	111	31	112	2152	153	311	532	112	72	2519	83	6252
Approach %	31%	54%	15%	5%	89%	6%	33%	56%	12%	3%	94%	3%	
Peak Hr Begin:	16:30												
PHV	17	44	10	35	694	50	104	209	29	27	875	26	2120
PHF	0.986			0.974			0.750			0.924			0.955

	Pedestrians			
Leg:	North	East	South	West
07:00	11	2	12	2
07:15	7	2	26	3
07:30	12	1	23	4
07:45	17	3	28	0
08:00	20	6	26	1
08:15	19	9	53	3
08:30	26	6	53	8
08:45	42	12	49	4
09:00	31	13	34	6
09:15	28	10	46	3
09:30	22	4	38	3
09:45	51	20	63	7

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	1	0
07:15	0	0	0	0
07:30	0	2	0	0
07:45	0	3	1	4
08:00	1	3	0	3
08:15	0	2	0	3
08:30	0	6	0	0
08:45	0	4	0	0
09:00	0	6	0	0
09:15	0	4	1	2
09:30	0	2	1	2
09:45	0	6	0	2

	Pedestrians			
Leg:	North	East	South	West
16:00	84	16	116	9
16:15	56	6	98	4
16:30	78	11	124	13
16:45	60	11	129	7
17:00	76	16	147	12
17:15	77	3	120	7
17:30	75	5	130	6
17:45	63	11	116	8
18:00	76	18	117	18
18:15	79	15	187	6
18:30	42	5	63	3
18:45	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
16:00	0	2	1	1
16:15	0	2	3	4
16:30	0	1	1	1
16:45	1	6	1	4
17:00	0	4	1	2
17:15	0	1	2	0
17:30	0	1	2	9
17:45	1	1	0	3
18:00	0	1	1	5
18:15	0	0	0	3
18:30	0	1	1	2
18:45	0	0	0	0

Location ID: 14
North/South: Vine St
East/West: Hollywood Blvd

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	9	238	8	0	151	24	23	79	7	1	62	4	606
07:15	7	263	11	5	222	21	30	71	9	0	79	2	720
07:30	26	275	5	2	242	20	21	119	15	1	105	3	834
07:45	17	271	7	5	246	26	28	102	12	0	141	6	861
08:00	29	272	3	6	226	21	42	104	19	0	167	3	892
08:15	25	232	5	2	262	27	25	118	20	9	115	6	846
08:30	28	247	4	5	242	22	32	152	32	1	98	7	870
08:45	36	241	16	4	267	18	50	126	24	1	117	8	908
09:00	12	276	7	6	230	36	36	140	18	1	116	8	886
09:15	15	234	9	15	278	24	45	106	15	2	148	7	898
09:30	15	262	3	8	219	31	48	118	21	3	107	10	845
09:45	28	227	9	7	247	26	48	122	28	1	120	6	869
Total Volume:	247	3038	87	65	2832	296	428	1357	220	20	1375	70	10035
Approach %	7%	90%	3%	2%	89%	9%	21%	68%	11%	1%	94%	5%	

Peak Hr Begin:	8:30												
PHV	91	998	36	30	1017	100	163	524	89	5	479	30	3562
PHF	0.953			0.905			0.898			0.818			0.981

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	13	135	6	14	188	19	50	166	29	2	193	10	825
15:15	6	162	12	12	176	9	38	202	37	3	196	10	863
15:30	14	205	5	13	158	20	53	239	35	3	206	12	963
15:45	8	168	15	10	144	16	49	247	33	2	195	12	899
16:00	17	191	6	19	152	17	51	221	38	5	221	18	956
16:15	23	196	16	18	157	16	54	234	24	4	197	12	951
16:30	19	188	11	11	139	11	56	249	25	3	205	15	932
16:45	22	218	17	27	154	15	61	228	23	1	195	12	973
17:00	15	206	12	29	159	18	57	257	20	5	211	9	998
17:15	14	181	15	30	146	13	55	262	35	3	225	17	996
17:30	19	178	16	27	184	17	54	257	27	4	226	9	1018
17:45	14	195	14	18	172	21	51	257	33	3	227	17	1022
Total Volume:	184	2223	145	228	1929	192	629	2819	359	38	2497	153	11396
Approach %	7%	87%	6%	10%	82%	8%	17%	74%	9%	1%	93%	6%	

Peak Hr Begin:	17:00												
PHV	62	760	57	104	661	69	217	1033	115	15	889	52	4034
PHF	0.943			0.914			0.969			0.968			0.987

	Pedestrians			
Leg:	North	East	South	West
07:00	15	0	54	23
07:15	13	0	72	13
07:30	23	0	69	32
07:45	20	0	63	24
08:00	35	0	78	21
08:15	40	0	110	40
08:30	44	0	123	40
08:45	46	2	91	56
09:00	60	0	95	41
09:15	46	1	80	30
09:30	34	0	69	23
09:45	49	4	96	31

	Bicycle			
Leg:	North	East	South	West
07:00	0	2	0	1
07:15	0	1	1	0
07:30	1	1	0	1
07:45	1	3	1	2
08:00	0	8	1	4
08:15	0	4	0	3
08:30	1	1	2	0
08:45	2	4	0	1
09:00	0	8	1	1
09:15	0	4	1	1
09:30	0	2	0	0
09:45	0	4	0	4

	Pedestrians			
Leg:	North	East	South	West
16:00	89	1	183	75
16:15	64	0	165	63
16:30	89	0	144	70
16:45	74	1	169	61
17:00	104	2	204	47
17:15	81	7	149	72
17:30	80	0	168	59
17:45	84	2	187	84
18:00	89	2	175	66
18:15	93	0	241	101
18:30	86	0	217	66
18:45	101	2	175	82

	Bicycle			
Leg:	North	East	South	West
16:00	0	5	2	2
16:15	0	2	1	2
16:30	0	3	0	2
16:45	0	3	1	5
17:00	2	3	0	4
17:15	0	6	2	2
17:30	0	2	2	13
17:45	0	2	0	3
18:00	0	3	0	4
18:15	0	3	1	5
18:30	0	3	0	3
18:45	0	5	0	6

Location ID: 15
North/South: Argyle Ave
East/West: Hollywood Blvd

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	14	12	8	7	169	18	8	13	1	16	78	9	353
07:15	10	25	5	2	216	27	9	18	1	13	103	11	440
07:30	7	22	4	5	254	26	5	10	4	16	105	10	468
07:45	12	22	3	5	267	30	4	17	3	23	145	14	545
08:00	5	41	5	13	269	40	7	19	3	25	173	13	613
08:15	21	57	2	5	283	42	9	16	5	24	107	15	586
08:30	11	56	10	10	246	47	6	22	3	16	118	12	557
08:45	13	55	8	5	259	53	10	27	8	30	143	14	625
09:00	17	54	14	13	260	43	10	19	8	25	119	14	596
09:15	12	50	12	8	287	43	7	24	5	38	135	26	647
09:30	8	58	12	12	224	47	15	15	11	25	116	17	560
09:45	8	59	16	19	265	45	8	21	7	35	133	17	633
Total Volume:	138	511	99	104	2999	461	98	221	59	286	1475	172	6623
Approach %	18%	68%	13%	3%	84%	13%	26%	58%	16%	15%	76%	9%	
Peak Hr Begin:	9:00												
PHV	45	221	54	52	1036	178	40	79	31	123	503	74	2436
PHF	0.941			0.936			0.915			0.879			0.941

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	24	6	18	181	18	11	50	7	35	212	12	584
15:15	16	27	10	10	171	13	10	40	13	32	203	22	567
15:30	16	35	10	17	156	15	10	47	13	32	208	31	590
15:45	7	29	7	20	181	18	13	50	9	36	197	17	584
16:00	7	25	8	15	156	12	7	50	9	33	213	25	560
16:15	12	22	10	21	165	16	13	57	16	43	200	32	607
16:30	10	27	5	34	156	13	11	55	3	32	222	16	584
16:45	12	34	11	30	180	19	7	78	8	44	201	28	652
17:00	12	24	10	34	187	11	8	59	5	37	213	32	632
17:15	18	29	11	32	168	17	18	87	15	37	221	35	688
17:30	19	40	7	40	187	20	8	70	8	51	237	23	710
17:45	15	29	8	38	169	19	10	65	9	41	242	19	664
Total Volume:	154	345	103	309	2057	191	126	708	115	453	2569	292	7422
Approach %	26%	57%	17%	12%	80%	7%	13%	75%	12%	14%	78%	9%	
Peak Hr Begin:	17:00												
PHV	64	122	36	144	711	67	44	281	37	166	913	109	2694
PHF	0.841			0.933			0.754			0.955			0.949

	Pedestrians			
Leg:	North	East	South	West
07:00	10	0	30	15
07:15	14	0	22	19
07:30	24	0	36	17
07:45	11	0	55	15
08:00	29	0	65	15
08:15	35	0	43	13
08:30	47	0	50	37
08:45	39	0	61	25
09:00	40	0	70	19
09:15	27	0	64	31
09:30	37	0	54	18
09:45	47	0	68	28

	Bicycle			
Leg:	North	East	South	West
07:00	1	0	4	0
07:15	0	0	1	1
07:30	3	0	2	0
07:45	4	0	2	0
08:00	7	0	4	0
08:15	2	0	4	1
08:30	1	0	1	0
08:45	3	0	2	1
09:00	6	0	2	0
09:15	5	0	1	0
09:30	3	0	0	0
09:45	1	0	2	0

	Pedestrians			
Leg:	North	East	South	West
16:00	42	0	89	42
16:15	55	0	97	26
16:30	42	0	76	23
16:45	57	0	93	20
17:00	40	0	107	27
17:15	42	0	83	36
17:30	49	0	129	36
17:45	46	0	105	27
18:00	59	0	92	35
18:15	6	0	112	18
18:30	71	0	103	51
18:45	38	0	60	32

	Bicycle			
Leg:	North	East	South	West
16:00	1	0	4	1
16:15	2	0	4	2
16:30	2	0	2	0
16:45	5	0	6	1
17:00	2	0	0	0
17:15	1	0	0	1
17:30	5	0	8	0
17:45	1	0	3	0
18:00	2	0	2	2
18:15	3	0	5	1
18:30	2	0	3	1
18:45	1	0	4	0

Location ID: 16
North/South: Gower St
East/West: Hollywood Blvd

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	26	123	44	2	135	17	8	30	5	2	81	1	474
07:15	32	122	47	2	219	15	7	54	4	4	93	6	605
07:30	43	120	32	1	253	17	12	54	9	11	82	7	641
07:45	87	101	22	6	277	11	14	59	14	8	119	13	731
08:00	91	93	17	6	277	18	11	68	16	11	148	9	765
08:15	86	110	10	7	293	19	10	63	8	5	134	9	754
08:30	87	90	14	5	266	13	13	76	7	6	121	16	714
08:45	119	126	14	6	295	17	18	80	15	9	124	6	829
09:00	125	91	18	5	259	20	17	65	12	9	102	9	732
09:15	96	97	22	9	258	14	7	64	10	6	124	23	730
09:30	78	106	14	8	208	6	16	68	15	7	138	10	674
09:45	83	113	18	7	217	16	11	54	13	15	117	8	672

Total Volume:	953	1292	272	64	2957	183	144	735	128	93	1383	117	8321
Approach %	38%	51%	11%	2%	92%	6%	14%	73%	13%	6%	87%	7%	

Peak Hr Begin:	8:00												
PHV	383	419	55	24	1131	67	52	287	46	31	527	40	3062
PHF	0.827			0.958			0.852			0.890			0.923

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	31	87	12	13	152	15	20	103	23	13	206	13	688
15:15	35	98	20	6	143	20	19	112	18	17	244	23	755
15:30	31	91	20	11	159	12	18	112	13	12	235	21	735
15:45	35	97	16	13	172	14	23	105	7	19	225	21	747
16:00	32	91	14	13	166	13	27	113	21	17	227	22	756
16:15	35	91	20	5	167	21	19	133	14	12	193	25	735
16:30	25	92	9	23	169	17	26	139	11	16	158	25	710
16:45	26	86	8	16	190	17	30	137	14	17	228	15	784
17:00	29	90	8	12	153	20	23	152	21	15	203	21	747
17:15	42	108	16	22	181	15	17	151	9	13	239	29	842
17:30	21	86	9	17	208	12	32	142	18	13	222	18	798
17:45	42	84	12	18	192	20	24	140	22	16	220	18	808

Total Volume:	384	1101	164	169	2052	196	278	1539	191	180	2600	251	9105
Approach %	23%	67%	10%	7%	85%	8%	14%	77%	10%	6%	86%	8%	

Peak Hr Begin:	17:00												
PHV	134	368	45	69	734	67	96	585	70	57	884	86	3195
PHF	0.824			0.918			0.958			0.914			0.949

	Pedestrians			
Leg:	North	East	South	West
07:00	7	0	12	4
07:15	14	0	7	10
07:30	19	1	15	8
07:45	16	1	18	6
08:00	15	1	16	5
08:15	14	0	8	5
08:30	20	2	23	10
08:45	26	2	29	6
09:00	26	0	21	5
09:15	21	0	21	0
09:30	23	2	48	10
09:45	12	0	30	12

	Bicycle			
Leg:	North	East	South	West
07:00	0	1	1	4
07:15	0	1	0	0
07:30	0	0	2	2
07:45	0	2	0	0
08:00	0	7	0	1
08:15	0	2	2	2
08:30	2	3	2	3
08:45	0	5	1	0
09:00	0	5	0	1
09:15	1	1	0	1
09:30	1	1	0	1
09:45	1	3	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	32	0	41	23
16:15	42	1	47	13
16:30	26	0	24	25
16:45	35	0	45	29
17:00	29	0	41	15
17:15	30	0	37	7
17:30	22	1	25	10
17:45	27	0	31	9
18:00	36	3	53	28
18:15	37	0	51	22
18:30	25	2	59	14
18:45	34	1	56	11

	Bicycle			
Leg:	North	East	South	West
16:00	2	4	0	3
16:15	0	3	0	6
16:30	0	4	0	4
16:45	0	2	2	2
17:00	0	6	1	3
17:15	1	2	1	3
17:30	0	2	0	3
17:45	0	5	0	3
18:00	0	9	1	4
18:15	1	4	0	2
18:30	0	2	0	6
18:45	0	4	0	2

Location ID: 17
North/South: Bronson Ave
East/West: Hollywood Blvd

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	7	26	17	4	154	23	16	17	4	6	110	4	388
07:15	19	41	13	7	240	21	26	18	3	12	146	5	551
07:30	13	45	20	9	273	40	45	20	10	10	110	4	599
07:45	23	75	26	16	290	35	42	33	8	21	117	5	691
08:00	27	88	17	8	300	30	25	39	9	14	139	6	702
08:15	27	92	28	4	174	50	32	40	11	18	138	7	621
08:30	22	61	19	12	195	34	31	44	7	11	129	16	581
08:45	26	98	32	11	215	58	28	24	14	15	135	5	661
09:00	25	75	25	6	191	27	34	30	9	22	110	7	561
09:15	19	75	24	14	260	49	30	21	7	15	125	10	649
09:30	18	76	22	17	196	34	33	31	4	13	136	8	588
09:45	21	79	29	16	230	36	19	28	8	21	128	6	621
Total Volume:	247	831	272	124	2718	437	361	345	94	178	1523	83	7213
Approach %	18%	62%	20%	4%	83%	13%	45%	43%	12%	10%	85%	5%	
Peak Hr Begin:	7:30												
PHV	90	300	91	37	1037	155	144	132	38	63	504	22	2613
PHF	0.818			0.901			0.946			0.903			0.931

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	15	36	16	13	126	25	38	41	9	7	189	17	532
15:15	8	41	33	14	141	16	48	64	17	15	234	16	647
15:30	13	38	19	8	134	26	35	58	9	16	267	19	642
15:45	10	49	17	13	143	21	15	82	10	9	236	18	623
16:00	16	40	19	12	130	17	26	58	11	10	237	14	590
16:15	10	58	13	13	138	20	29	53	15	12	207	15	583
16:30	7	34	24	11	142	16	33	46	19	10	196	9	547
16:45	9	39	15	14	147	24	30	58	28	12	247	24	647
17:00	11	39	20	9	137	25	26	64	14	16	214	18	593
17:15	20	52	26	17	127	19	42	84	25	7	259	10	688
17:30	21	52	14	14	154	14	44	78	19	13	236	19	678
17:45	23	44	12	8	165	24	42	87	19	14	230	24	692
Total Volume:	163	522	228	146	1684	247	408	773	195	141	2752	203	7462
Approach %	18%	57%	25%	7%	81%	12%	30%	56%	14%	5%	89%	7%	
Peak Hr Begin:	17:00												
PHV	75	187	72	48	583	82	154	313	77	50	939	71	2651
PHF	0.852			0.905			0.901			0.960			0.958

	Pedestrians			
Leg:	North	East	South	West
07:00	9	2	0	0
07:15	6	4	3	0
07:30	3	3	6	0
07:45	9	7	6	0
08:00	8	5	11	0
08:15	9	5	14	0
08:30	7	4	8	0
08:45	6	6	14	0
09:00	14	3	11	0
09:15	10	1	6	0
09:30	13	7	15	1
09:45	14	8	15	1

	Bicycle			
Leg:	North	East	South	West
07:00	1	0	1	1
07:15	0	0	1	0
07:30	1	0	2	2
07:45	0	1	3	0
08:00	2	1	2	1
08:15	2	0	1	0
08:30	2	2	1	1
08:45	1	2	1	0
09:00	0	0	1	0
09:15	0	1	1	0
09:30	1	0	0	1
09:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	15	9	29	1
16:15	15	10	22	1
16:30	16	2	12	1
16:45	27	5	8	1
17:00	24	11	15	1
17:15	9	6	19	3
17:30	18	4	15	7
17:45	22	6	11	5
18:00	14	13	28	10
18:15	21	12	11	6
18:30	20	6	23	4
18:45	14	6	18	10

	Bicycle			
Leg:	North	East	South	West
16:00	0	2	0	2
16:15	0	1	2	5
16:30	0	1	0	3
16:45	0	0	0	3
17:00	0	2	1	2
17:15	0	0	0	2
17:30	0	0	0	0
17:45	0	2	1	2
18:00	1	1	0	2
18:15	0	0	0	3
18:30	0	0	0	4
18:45	0	2	0	3

WILTEC

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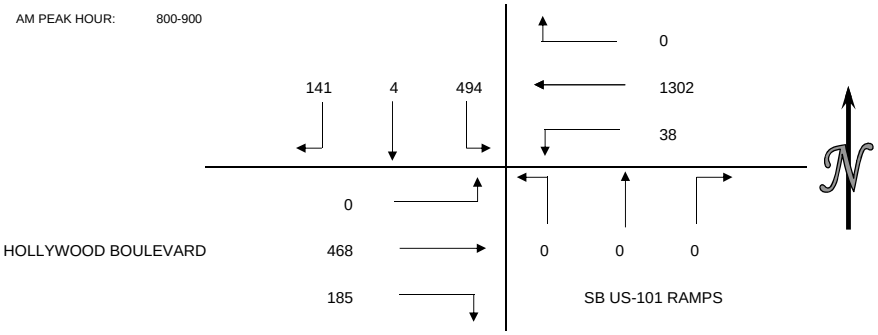
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S SB US-101 RAMPS
E/W HOLLYWOOD BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	14	0	92	0	209	11	0	0	0	39	72	0	437
715-730	16	0	90	0	271	19	0	0	0	44	96	0	536
730-745	18	0	97	0	288	20	0	0	0	59	121	0	603
745-800	22	0	107	0	317	6	0	0	0	53	125	0	630
800-815	27	0	112	0	334	9	0	0	0	47	118	0	647
815-830	41	1	120	0	314	6	0	0	0	45	109	0	636
830-845	35	1	137	0	325	13	0	0	0	41	125	0	677
845-900	38	2	125	0	329	10	0	0	0	52	116	0	672
900-915	43	0	102	0	323	9	0	0	0	47	121	0	645
915-930	39	2	85	0	297	12	0	0	0	49	106	0	590
930-945	24	1	78	0	268	14	0	0	0	48	108	0	541
945-1000	24	0	67	0	250	16	0	0	0	45	106	0	508
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	70	0	386	0	1085	56	0	0	0	195	414	0	2206
715-815	83	0	406	0	1210	54	0	0	0	203	460	0	2416
730-830	108	1	436	0	1253	41	0	0	0	204	473	0	2516
745-845	125	2	476	0	1290	34	0	0	0	186	477	0	2590
800-900	141	4	494	0	1302	38	0	0	0	185	468	0	2632
815-915	157	4	484	0	1291	38	0	0	0	185	471	0	2630
830-930	155	5	449	0	1274	44	0	0	0	189	468	0	2584
845-945	144	5	390	0	1217	45	0	0	0	196	451	0	2448
900-1000	130	3	332	0	1138	51	0	0	0	189	441	0	2284

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	11	0	3	0	14
715-730	5	0	3	0	8
730-745	5	0	6	0	11
745-800	19	0	16	0	35
800-815	8	0	9	1	18
815-830	8	0	14	0	22
830-845	10	0	10	0	20
854-900	3	1	4	0	8
900-915	11	0	11	1	23
915-930	10	0	7	0	17
930-945	10	0	4	0	14
945-1000	18	0	16	0	34
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	40	0	28	0	68
715-815	37	0	34	1	72
730-830	40	0	45	1	86
745-845	45	0	49	1	95
800-900	29	1	37	1	68
815-915	32	1	39	1	73
830-930	34	1	32	1	68
845-945	34	1	26	1	62
900-1000	49	0	38	1	88

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	1	0	1
730-745	2	0	2	0	4
745-800	1	0	0	0	1
800-815	2	0	1	0	3
815-830	5	0	2	0	7
830-845	3	0	0	0	3
845-900	5	0	1	0	6
900-915	7	0	1	0	8
915-930	2	0	2	0	4
930-945	1	0	1	0	2
945-1000	5	0	1	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	4	0	7
715-815	5	0	4	0	9
730-830	10	0	5	0	15
745-845	11	0	3	0	14
800-900	15	0	4	0	19
815-915	20	0	4	0	24
830-930	17	0	4	0	21
845-945	15	0	5	0	20
900-1000	15	0	5	0	20

WILTEC

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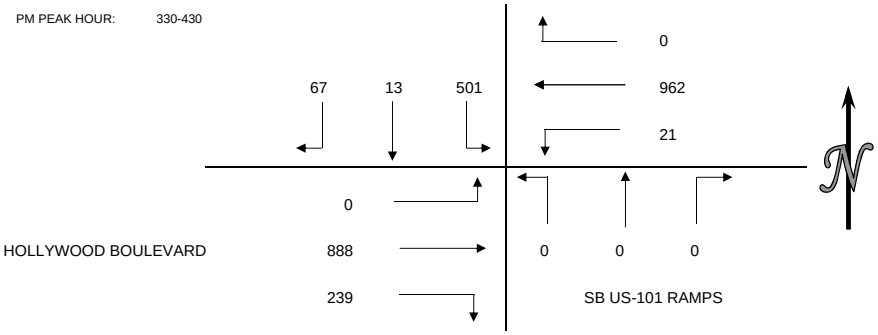
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S SB US-101 RAMPS
E/W HOLLYWOOD BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	16	3	110	0	216	10	0	0	0	52	253	0	660
315-330	15	6	108	0	207	11	0	0	0	55	237	0	639
330-345	13	4	107	0	238	4	0	0	0	58	231	0	655
345-400	24	5	143	0	272	4	0	0	0	52	223	0	723
400-415	14	1	117	0	218	2	0	0	0	53	236	0	641
415-430	16	3	134	0	234	11	0	0	0	76	198	0	672
430-445	7	4	130	0	244	7	0	0	0	54	206	0	652
445-500	17	4	131	0	240	7	0	0	0	54	211	0	664
500-515	13	2	135	0	235	2	0	0	0	59	239	0	685
515-530	11	5	144	0	207	8	0	0	0	68	226	0	669
530-545	5	3	108	0	240	4	0	0	0	41	234	0	635
545-600	8	2	138	0	264	7	0	0	0	48	204	0	671
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	68	18	468	0	933	29	0	0	0	217	944	0	2677
315-415	66	16	475	0	935	21	0	0	0	218	927	0	2658
330-430	67	13	501	0	962	21	0	0	0	239	888	0	2691
345-445	61	13	524	0	968	24	0	0	0	235	863	0	2688
400-500	54	12	512	0	936	27	0	0	0	237	851	0	2629
415-515	53	13	530	0	953	27	0	0	0	243	854	0	2673
430-530	48	15	540	0	926	24	0	0	0	235	882	0	2670
445-545	46	14	518	0	922	21	0	0	0	222	910	0	2653
500-600	37	12	525	0	946	21	0	0	0	216	903	0	2660

PM PEAK HOUR: 330-430



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	16	1	17	0	34
315-330	20	0	16	0	36
330-345	21	0	14	0	35
345-400	13	0	31	0	44
400-415	6	0	33	0	39
415-430	14	0	26	0	40
430-445	16	0	20	0	36
445-500	11	0	14	0	25
500-515	13	0	9	0	22
515-530	7	0	14	0	21
530-545	19	0	16	0	35
545-600	9	0	30	0	39
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	70	1	78	0	149
315-415	60	0	94	0	154
330-430	54	0	104	0	158
345-445	49	0	110	0	159
400-500	47	0	93	0	140
415-515	54	0	69	0	123
430-530	47	0	57	0	104
445-545	50	0	53	0	103
500-600	48	0	69	0	117

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	0	0	0	3
315-330	4	0	3	0	7
330-345	0	0	2	0	2
345-400	0	0	2	0	2
400-415	0	0	1	0	1
415-430	4	0	4	0	8
430-445	2	0	1	0	3
445-500	6	0	0	0	6
500-515	4	0	0	0	4
515-530	3	0	2	1	6
530-545	4	0	4	0	8
545-600	4	0	1	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	7	0	7	0	14
315-415	4	0	8	0	12
330-430	4	0	9	0	13
345-445	6	0	8	0	14
400-500	12	0	6	0	18
415-515	16	0	5	0	21
430-530	15	0	3	1	19
445-545	17	0	6	1	24
500-600	15	0	7	1	23

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY, MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S NORTHBOUND US-101 RAMPS
E/W HOLLYWOOD BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	SB VAN NESS AVE.			WB HOLLYWOOD BLVD			NB US-101 FWY OFF-RAMP				EB HOLLYWOOD BLVD		
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M
700-715	8	14	1	0	144	153	22	3	0	47	138	4	12
715-730	12	13	2	4	143	196	27	4	0	68	168	0	18
730-745	25	23	2	5	164	233	21	8	1	95	208	1	20
745-800	22	18	3	6	160	216	27	2	0	94	225	2	19
800-815	25	29	1	4	161	224	35	6	0	80	249	2	29
815-830	17	32	4	5	188	213	29	1	0	109	203	1	22
830-845	23	27	5	2	178	202	24	2	0	95	199	3	18
845-900	33	45	4	4	132	193	24	4	0	103	188	2	24
900-915	23	36	7	6	131	199	26	4	0	100	181	2	24
915-930	19	31	6	3	119	217	22	0	1	105	171	1	28
930-945	15	21	2	3	130	131	18	5	0	52	127	1	19
945-1000	24	26	3	6	123	187	34	3	0	86	187	1	22
HOUR TOTALS	SB VAN NESS AVE.			WB HOLLYWOOD BLVD			NB US-101 FWY OFF-RAMP				EB HOLLYWOOD BLVD		
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M
700-800	67	68	8	15	611	798	97	17	1	304	739	7	69
715-815	84	83	8	19	628	869	110	20	1	337	850	5	86
730-830	89	102	10	20	673	886	112	17	1	378	885	6	90
745-845	87	106	13	17	687	855	115	11	0	378	876	8	88
800-900	98	133	14	15	659	832	112	13	0	387	839	8	93
815-915	96	140	20	17	629	807	103	11	0	407	771	8	88
830-930	98	139	22	15	560	811	96	10	1	403	739	8	94
845-945	90	133	19	16	512	740	90	13	1	360	667	6	95
900-1000	81	114	18	18	503	734	100	12	1	343	666	5	93

AM PEAK HOUR: 730-830

PLEASE INTERSECTION GRAPHIC BELOW

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	9	2	1	0	12
715-730	2	0	3	0	5
730-745	7	2	7	0	16
745-800	3	1	18	0	22
800-815	7	1	9	0	17
815-830	6	3	10	0	19
830-845	4	3	10	0	17
854-900	16	7	9	0	32
900-915	6	3	3	0	12
915-930	7	5	15	0	27
930-945	4	0	7	0	11
945-1000	16	0	10	0	26
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	21	5	29	0	55
715-815	19	4	37	0	60
730-830	23	7	44	0	74
745-845	20	8	47	0	75
800-900	33	14	38	0	85
815-915	32	16	32	0	80
830-930	33	18	37	0	88
845-945	33	15	34	0	82
900-1000	33	8	35	0	76

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	1	0	3
715-730	0	0	2	0	2
730-745	0	0	1	0	1
745-800	1	0	2	0	3
800-815	4	0	1	0	5
815-830	5	0	2	0	7
830-845	5	0	3	0	8
845-900	8	0	1	0	9
900-915	3	0	3	0	6
915-930	3	0	2	0	5
930-945	1	0	4	0	5
945-1000	2	0	3	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	6	0	9
715-815	5	0	6	0	11
730-830	10	0	6	0	16
745-845	15	0	8	0	23
800-900	22	0	7	0	29
815-915	21	0	9	0	30
830-930	19	0	9	0	28
845-945	15	0	10	0	25
900-1000	9	0	12	0	21

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wilt

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY, MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S NORTHBOUND US-101 RAMPS
E/W HOLLYWOOD BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	SB VAN NESS AVE.			WB HOLLYWOOD BLVD			NB US-101 FWY OFF-RAMP				EB HOLLYWOOD BLVD		
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M
300-315	6	7	5	6	111	153	19	3	1	49	299	2	23
315-330	6	4	4	8	116	175	27	4	0	37	340	2	22
330-345	5	8	1	8	121	136	22	5	0	70	339	3	19
345-400	8	11	4	2	136	151	19	2	0	83	331	8	18
400-415	3	8	4	7	122	123	14	3	0	62	325	4	26
415-430	6	11	3	4	109	177	19	2	0	54	298	4	17
430-445	7	13	4	5	107	126	9	0	0	39	301	6	21
445-500	8	13	5	5	117	135	9	0	0	54	314	7	21
500-515	13	12	7	2	138	154	8	3	1	41	304	7	17
515-530	9	17	4	2	122	138	13	0	3	46	343	5	21
530-545	7	20	7	8	130	171	11	2	0	45	336	2	21
545-600	5	33	12	12	109	148	16	1	0	64	326	6	26
HOUR TOTALS	SB VAN NESS AVE.			WB HOLLYWOOD BLVD			NB US-101 FWY OFF-RAMP				EB HOLLYWOOD BLVD		
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M
300-400	25	30	14	24	484	615	87	14	1	239	1309	15	82
315-415	22	31	13	25	495	585	82	14	0	252	1335	17	85
330-430	22	38	12	21	488	587	74	12	0	269	1293	19	80
345-445	24	43	15	18	474	577	61	7	0	238	1255	22	82
400-500	24	45	16	21	455	561	51	5	0	209	1238	21	85
415-515	34	49	19	16	471	592	45	5	1	188	1217	24	76
430-530	37	55	20	14	484	553	39	3	4	180	1262	25	80
445-545	37	62	23	17	507	598	41	5	4	186	1297	21	80
500-600	34	82	30	24	499	611	48	6	4	196	1309	20	85

PM PEAK HOUR: 315-415

PLEASE INTERSECTION GRAPHIC BELOW

HOLLYWOOD BOULEVARD

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	7	4	14	0	25
315-330	13	6	14	0	33
330-345	3	3	22	0	28
345-400	19	6	18	0	43
400-415	8	5	18	0	31
415-430	14	11	30	0	55
430-445	8	8	21	0	37
445-500	11	0	18	0	29
500-515	8	4	14	0	26
515-530	7	2	12	0	21
530-545	9	5	21	0	35
545-600	7	12	27	0	46
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	42	19	68	0	129
315-415	43	20	72	0	135
330-430	44	25	88	0	157
345-445	49	30	87	0	166
400-500	41	24	87	0	152
415-515	41	23	83	0	147
430-530	34	14	65	0	113
445-545	35	11	65	0	111
500-600	31	23	74	0	128

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	2	3	0	8
315-330	5	0	9	0	14
330-345	7	0	7	0	14
345-400	0	1	4	0	5
400-415	2	0	3	0	5
415-430	4	0	3	0	7
430-445	3	1	4	0	8
845-900	0	0	5	0	5
900-915	5	1	5	0	11
915-930	1	0	3	0	4
930-945	1	0	2	0	3
545-600	5	0	6	0	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	15	3	23	0	41
315-415	14	1	23	0	38
330-430	13	1	17	0	31
345-445	9	2	14	0	25
800-900	9	1	15	0	25
815-915	12	2	17	0	31
830-930	9	2	17	0	28
845-945	7	1	15	0	23
500-600	12	1	16	0	29

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

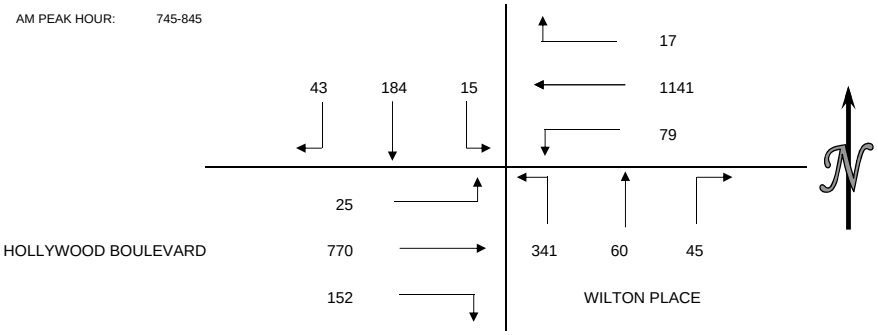
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILTON PLACE
E/W HOLLYWOOD BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	3	16	2	3	207	15	17	15	58	10	150	3	499
715-730	6	21	4	1	221	19	17	17	73	23	140	2	544
730-745	12	19	3	2	248	20	11	19	58	27	152	3	574
745-800	12	35	2	6	315	23	15	15	74	42	189	5	733
800-815	8	43	5	4	290	21	6	13	90	30	219	8	737
815-830	8	50	5	4	283	18	16	13	93	45	185	6	726
830-845	15	56	3	3	253	17	8	19	84	35	177	6	676
845-900	9	42	3	5	261	24	12	22	79	28	168	7	660
900-915	10	55	4	4	244	30	12	19	71	28	159	6	642
915-930	8	62	4	4	229	27	13	32	65	21	132	4	601
930-945	6	40	4	10	209	24	14	22	78	24	129	8	568
945-1000	8	46	1	6	213	13	12	19	84	28	168	3	601
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	33	91	11	12	991	77	60	66	263	102	631	13	2350
715-815	38	118	14	13	1074	83	49	64	295	122	700	18	2588
730-830	40	147	15	16	1136	82	48	60	315	144	745	22	2770
745-845	43	184	15	17	1141	79	45	60	341	152	770	25	2872
800-900	40	191	16	16	1087	80	42	67	346	138	749	27	2799
815-915	42	203	15	16	1041	89	48	73	327	136	689	25	2704
830-930	42	215	14	16	987	98	45	92	299	112	636	23	2579
845-945	33	199	15	23	943	105	51	95	293	101	588	25	2471
900-1000	32	203	13	24	895	94	51	92	298	101	588	21	2412

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	14	10	3	0	27
715-730	12	8	5	0	25
730-745	17	12	4	0	33
745-800	11	23	7	0	41
800-815	18	10	11	0	39
815-830	8	15	10	0	33
830-845	11	10	13	0	34
854-900	15	60	56	0	131
900-915	9	13	13	0	35
915-930	12	6	9	0	27
930-945	12	7	8	0	27
945-1000	10	3	5	0	18
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	54	53	19	0	126
715-815	58	53	27	0	138
730-830	54	60	32	0	146
745-845	48	58	41	0	147
800-900	52	95	90	0	237
815-915	43	98	92	0	233
830-930	47	89	91	0	227
845-945	48	86	86	0	220
900-1000	43	29	35	0	107

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	1	0	3
715-730	1	0	1	0	2
730-745	1	0	0	0	1
745-800	1	0	1	0	2
800-815	3	0	0	0	3
815-830	9	2	2	0	13
830-845	1	0	2	0	3
845-900	6	1	0	0	7
900-915	5	0	0	0	5
915-930	4	0	2	1	7
930-945	4	1	3	0	8
945-1000	1	0	3	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	0	3	0	8
715-815	6	0	2	0	8
730-830	14	2	3	0	19
745-845	14	2	5	0	21
800-900	19	3	4	0	26
815-915	21	3	4	0	28
830-930	16	1	4	1	22
845-945	19	2	5	1	27
900-1000	14	1	8	1	24

WILTEC

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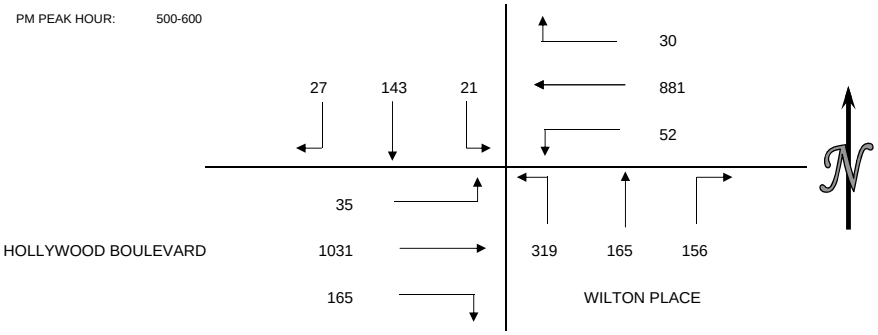
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WILTON PLACE
E/W HOLLYWOOD BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	8	32	2	8	211	16	26	33	79	37	251	6	709
315-330	6	24	0	6	226	14	33	24	66	45	269	6	719
330-345	7	27	7	10	224	13	32	27	81	55	275	9	767
345-400	6	31	1	8	189	17	26	23	94	59	280	3	737
400-415	6	31	1	8	199	18	19	38	85	58	244	10	717
415-430	4	41	4	5	214	19	16	29	85	42	234	7	700
430-445	7	24	6	6	200	14	25	26	81	42	218	6	655
445-500	6	49	3	5	186	11	26	40	70	48	262	10	716
500-515	5	28	5	6	205	16	27	52	81	24	209	18	676
515-530	9	35	2	6	196	12	30	35	94	44	279	7	749
530-545	6	35	4	10	261	13	29	42	69	46	281	5	801
545-600	7	45	10	8	219	11	70	36	75	51	262	5	799
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	27	114	10	32	850	60	117	107	320	196	1075	24	2932
315-415	25	113	9	32	838	62	110	112	326	217	1068	28	2940
330-430	23	130	13	31	826	67	93	117	345	214	1033	29	2921
345-445	23	127	12	27	802	68	86	116	345	201	976	26	2809
400-500	23	145	14	24	799	62	86	133	321	190	958	33	2788
415-515	22	142	18	22	805	60	94	147	317	156	923	41	2747
430-530	27	136	16	23	787	53	108	153	326	158	968	41	2796
445-545	26	147	14	27	848	52	112	169	314	162	1031	40	2942
500-600	27	143	21	30	881	52	156	165	319	165	1031	35	3025

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	10	61	15	0	86
315-330	16	12	19	0	47
330-345	10	14	24	0	48
345-400	14	16	23	1	54
400-415	12	7	22	0	41
415-430	13	26	25	0	64
430-445	18	13	30	0	61
445-500	17	16	17	1	51
500-515	18	14	20	2	54
515-530	14	16	19	0	49
530-545	26	20	12	0	58
545-600	14	16	56	0	86
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	50	103	81	1	235
315-415	52	49	88	1	190
330-430	49	63	94	1	207
345-445	57	62	100	1	220
400-500	60	62	94	1	217
415-515	66	69	92	3	230
430-530	67	59	86	3	215
445-545	75	66	68	3	212
500-600	72	66	107	2	247

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	0	1	3
315-330	6	0	7	0	13
330-345	5	2	2	0	9
345-400	3	1	3	0	7
400-415	1	1	1	0	3
415-430	4	1	3	0	8
430-445	2	3	1	1	7
445-500	2	0	3	1	6
500-515	5	2	5	0	12
515-530	4	1	5	0	10
530-545	3	0	1	0	4
545-600	5	1	4	1	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	16	3	12	1	32
315-415	15	4	13	0	32
330-430	13	5	9	0	27
345-445	10	6	8	1	25
400-500	9	5	8	2	24
415-515	13	6	12	2	33
430-530	13	6	14	2	35
445-545	14	3	14	1	32
500-600	17	4	15	1	37

WILTEC

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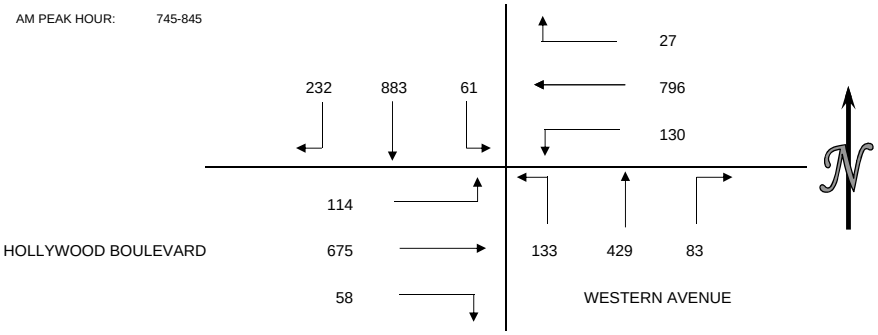
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 27, 2015
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	WESTERN AVENUE
	E/W	HOLLYWOOD BOULEVARD
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	49	182	5	7	124	27	8	81	23	8	113	19	646
715-730	62	189	10	2	152	18	15	109	25	7	120	25	734
730-745	52	193	21	5	201	29	16	115	33	18	124	20	827
745-800	73	214	17	7	209	25	19	131	43	8	188	26	960
800-815	54	226	19	3	196	25	23	104	28	19	183	33	913
815-830	52	207	10	8	201	48	18	98	24	13	151	33	863
830-845	53	236	15	9	190	32	23	96	38	18	153	22	885
845-900	42	191	15	5	158	28	10	90	18	12	135	25	729
900-915	68	178	3	14	144	40	18	107	22	13	140	29	776
915-930	79	191	16	18	172	49	21	122	21	12	120	23	844
930-945	53	210	18	15	133	60	24	116	31	17	101	21	799
945-1000	54	214	15	14	151	48	31	132	24	20	113	35	851
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	236	778	53	21	686	99	58	436	124	41	545	90	3167
715-815	241	822	67	17	758	97	73	459	129	52	615	104	3434
730-830	231	840	67	23	807	127	76	448	128	58	646	112	3563
745-845	232	883	61	27	796	130	83	429	133	58	675	114	3621
800-900	201	860	59	25	745	133	74	388	108	62	622	113	3390
815-915	215	812	43	36	693	148	69	391	102	56	579	109	3253
830-930	242	796	49	46	664	149	72	415	99	55	548	99	3234
845-945	242	770	52	52	607	177	73	435	92	54	496	98	3148
900-1000	254	793	52	61	600	197	94	477	98	62	474	108	3270

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	63	51	37	0	151
715-730	65	56	37	0	158
730-745	70	65	25	0	160
745-800	74	71	19	0	164
800-815	92	61	32	0	185
815-830	87	52	29	0	168
830-845	83	50	22	0	155
854-900	78	40	18	0	136
900-915	64	31	14	0	109
915-930	101	41	31	0	173
930-945	87	45	33	0	165
945-1000	94	29	30	0	153
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	272	243	118	0	633
715-815	301	253	113	0	667
730-830	323	249	105	0	677
745-845	336	234	102	0	672
800-900	340	203	101	0	644
815-915	312	173	83	0	568
830-930	326	162	85	0	573
845-945	330	157	96	0	583
900-1000	346	146	108	0	600

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	2	1	0	0	3
730-745	9	2	1	0	12
745-800	3	1	1	0	5
800-815	0	0	1	0	1
815-830	1	1	0	0	2
830-845	0	1	0	0	1
845-900	0	0	0	0	0
900-915	3	0	0	0	3
915-930	1	1	1	0	3
930-945	0	1	0	0	1
945-1000	2	1	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	14	4	3	0	21
715-815	14	4	3	0	21
730-830	13	4	3	0	20
745-845	4	3	2	0	9
800-900	1	2	1	0	4
815-915	4	2	0	0	6
830-930	4	2	1	0	7
845-945	4	2	1	0	7
900-1000	6	3	1	0	10

WILTEC

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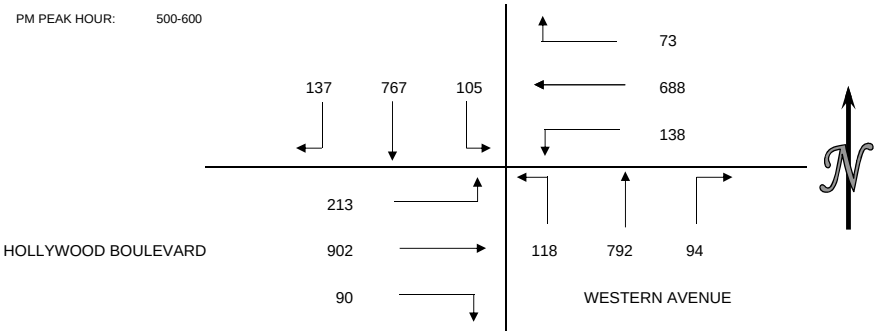
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 27, 215
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	WESTERN AVENUE
	E/W	HOLLYWOOD BOULEVARD
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	49	174	20	18	157	51	28	153	36	26	187	64	963
315-330	31	145	26	15	183	31	31	159	40	25	215	49	950
330-345	32	157	18	11	203	35	23	179	32	20	238	46	994
345-400	34	145	22	15	176	44	32	164	37	14	225	67	975
400-415	24	145	21	21	164	36	33	171	27	20	204	57	923
415-430	30	178	25	17	169	39	22	177	32	17	175	61	942
430-445	33	168	22	22	187	29	28	201	24	18	192	35	959
445-500	39	145	21	18	157	45	20	197	40	26	199	50	957
500-515	31	191	28	23	190	37	21	177	28	27	225	61	1039
515-530	38	205	20	14	160	37	30	204	34	30	214	48	1034
530-545	28	177	27	15	179	23	20	189	20	16	249	63	1006
545-600	40	194	30	21	159	41	23	222	36	17	214	41	1038
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	146	621	86	59	719	161	114	655	145	85	865	226	3882
315-415	121	592	87	62	726	146	119	673	136	79	882	219	3842
330-430	120	625	86	64	712	154	110	691	128	71	842	231	3834
345-445	121	636	90	75	696	148	115	713	120	69	796	220	3799
400-500	126	636	89	78	677	149	103	746	123	81	770	203	3781
415-515	133	682	96	80	703	150	91	752	124	88	791	207	3897
430-530	141	709	91	77	694	148	99	779	126	101	830	194	3989
445-545	136	718	96	70	686	142	91	767	122	99	887	222	4036
500-600	137	767	105	73	688	138	94	792	118	90	902	213	4117

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	109	62	45	0	216
315-330	94	88	39	0	221
330-345	109	69	46	0	224
345-400	83	58	48	0	189
400-415	126	70	39	0	235
415-430	124	74	60	0	258
430-445	146	67	44	0	257
445-500	122	50	68	0	240
500-515	131	70	56	0	257
515-530	98	63	42	0	203
530-545	127	65	51	0	243
545-600	107	65	49	0	221
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	395	277	178	0	850
315-415	412	285	172	0	869
330-430	442	271	193	0	906
345-445	479	269	191	0	939
400-500	518	261	211	0	990
415-515	523	261	228	0	1012
430-530	497	250	210	0	957
445-545	478	248	217	0	943
500-600	463	263	198	0	924

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	0	1	0	4
315-330	7	5	0	0	12
330-345	2	2	3	0	7
345-400	3	3	0	0	6
400-415	4	3	1	0	8
415-430	3	1	2	0	6
430-445	6	4	1	0	11
445-500	3	1	0	0	4
500-515	1	5	1	0	7
515-530	2	1	1	0	4
530-545	0	3	0	0	3
545-600	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	15	10	4	0	29
315-415	16	13	4	0	33
330-430	12	9	6	0	27
345-445	16	11	4	0	31
400-500	16	9	4	0	29
415-515	13	11	4	0	28
430-530	12	11	3	0	26
445-545	6	10	2	0	18
500-600	5	9	2	0	16

WILTEC

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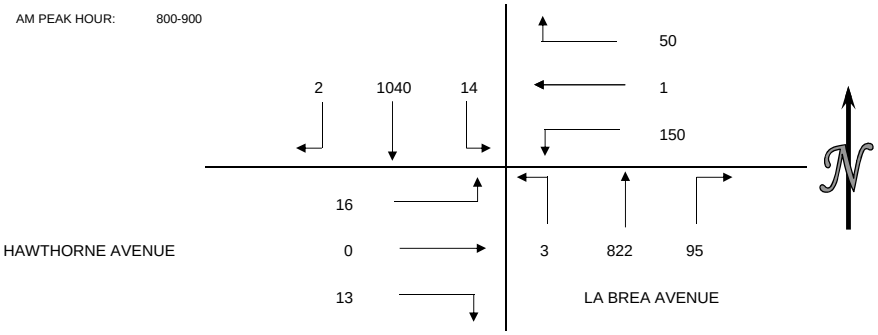
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S LA BREA AVENUE
E/W HAWTHORNE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	1	234	2	8	0	7	4	114	1	5	0	0	376
715-730	0	243	5	3	0	15	7	144	0	2	0	1	420
730-745	0	259	0	5	0	36	17	179	0	0	0	0	496
745-800	0	250	3	6	0	43	14	181	0	3	0	1	501
800-815	1	253	1	21	0	53	19	200	0	3	0	1	552
815-830	0	293	7	9	0	47	18	216	1	6	0	1	598
830-845	0	235	3	7	0	24	26	203	1	4	0	6	509
845-900	1	259	3	13	1	26	32	203	1	0	0	8	547
900-915	2	266	2	14	0	23	28	185	0	5	0	2	527
915-930	0	240	1	10	0	25	33	194	2	6	0	2	513
930-945	1	241	4	8	0	28	22	192	0	2	0	0	498
945-1000	0	230	3	7	0	22	23	166	1	7	0	0	459
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	1	986	10	22	0	101	42	618	1	10	0	2	1793
715-815	1	1005	9	35	0	147	57	704	0	8	0	3	1969
730-830	1	1055	11	41	0	179	68	776	1	12	0	3	2147
745-845	1	1031	14	43	0	167	77	800	2	16	0	9	2160
800-900	2	1040	14	50	1	150	95	822	3	13	0	16	2206
815-915	3	1053	15	43	1	120	104	807	3	15	0	17	2181
830-930	3	1000	9	44	1	98	119	785	4	15	0	18	2096
845-945	4	1006	10	45	1	102	115	774	3	13	0	12	2085
900-1000	3	977	10	39	0	98	106	737	3	20	0	4	1997

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	11	0	4	21
715-730	3	6	0	8	17
730-745	7	13	0	11	31
745-800	6	12	0	12	30
800-815	3	11	0	5	19
815-830	4	9	0	6	19
830-845	10	17	0	9	36
854-900	8	21	0	8	37
900-915	7	19	0	5	31
915-930	4	27	0	8	39
930-945	8	15	0	12	35
945-1000	10	21	0	18	49
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	22	42	0	35	99
715-815	19	42	0	36	97
730-830	20	45	0	34	99
745-845	23	49	0	32	104
800-900	25	58	0	28	111
815-915	29	66	0	28	123
830-930	29	84	0	30	143
845-945	27	82	0	33	142
900-1000	29	82	0	43	154

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	1	1
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	1	1	0	1	3
845-900	1	4	0	1	6
900-915	0	0	0	0	0
915-930	0	1	0	0	1
930-945	0	0	0	0	0
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	1	1
715-815	0	0	0	2	2
730-830	0	0	0	2	2
745-845	1	1	0	3	5
800-900	2	5	0	3	10
815-915	2	5	0	2	9
830-930	2	6	0	2	10
845-945	1	5	0	1	7
900-1000	0	2	0	0	2

WILTEC

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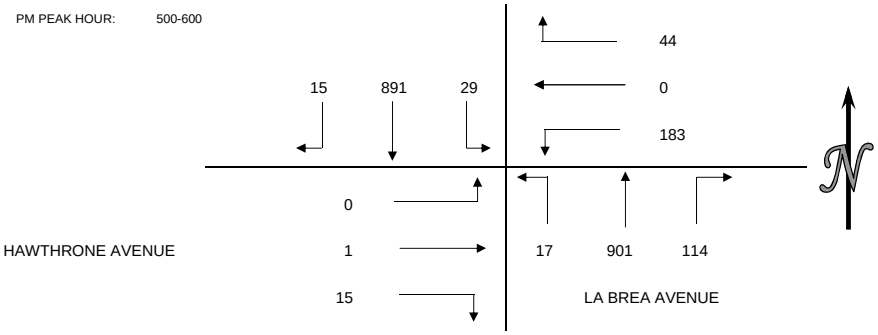
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W HAWTHORNE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	3	220	8	8	0	21	16	207	1	4	0	0	488
315-330	1	227	5	15	0	35	23	215	1	3	0	0	525
330-345	2	203	8	9	0	31	23	222	2	3	0	0	503
345-400	3	210	5	13	0	37	21	199	2	6	0	0	496
400-415	1	223	8	8	1	39	32	220	3	7	0	0	542
415-430	1	202	5	11	1	32	17	242	1	2	0	0	514
430-445	6	225	12	17	0	30	16	206	1	1	0	0	514
445-500	0	240	2	11	1	29	18	220	2	2	0	0	525
500-515	1	228	3	12	0	36	27	234	3	5	0	0	549
515-530	6	224	5	9	0	43	37	218	5	7	0	0	554
530-545	3	227	12	10	0	49	35	230	5	1	1	0	573
545-600	5	212	9	13	0	55	15	219	4	2	0	0	534
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	9	860	26	45	0	124	83	843	6	16	0	0	2012
315-415	7	863	26	45	1	142	99	856	8	19	0	0	2066
330-430	7	838	26	41	2	139	93	883	8	18	0	0	2055
345-445	11	860	30	49	2	138	86	867	7	16	0	0	2066
400-500	8	890	27	47	3	130	83	888	7	12	0	0	2095
415-515	8	895	22	51	2	127	78	902	7	10	0	0	2102
430-530	13	917	22	49	1	138	98	878	11	15	0	0	2142
445-545	10	919	22	42	1	157	117	902	15	15	1	0	2201
500-600	15	891	29	44	0	183	114	901	17	15	1	0	2210

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	16	29	0	27	72
315-330	9	43	0	22	74
330-345	9	36	0	18	63
345-400	13	29	0	37	79
400-415	17	38	0	32	87
415-430	18	29	0	19	66
430-445	24	36	0	13	73
445-500	3	25	0	24	52
500-515	6	33	0	26	65
515-530	20	25	0	33	78
530-545	11	46	0	17	74
545-600	18	21	0	24	63
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	47	137	0	104	288
315-415	48	146	0	109	303
330-430	57	132	0	106	295
345-445	72	132	0	101	305
400-500	62	128	0	88	278
415-515	51	123	0	82	256
430-530	53	119	0	96	268
445-545	40	129	0	100	269
500-600	55	125	0	100	280

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	0	3	5
315-330	0	1	0	1	2
330-345	2	0	0	4	6
345-400	0	1	0	0	1
400-415	0	0	0	0	0
415-430	0	1	0	0	1
430-445	2	1	0	1	4
445-500	1	3	0	2	6
500-515	1	3	0	2	6
515-530	0	0	0	0	0
530-545	3	2	0	5	10
545-600	0	2	3	2	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	4	2	0	8	14
315-415	2	2	0	5	9
330-430	2	2	0	4	8
345-445	2	3	0	1	6
400-500	3	5	0	3	11
415-515	4	8	0	5	17
430-530	4	7	0	5	16
445-545	5	8	0	9	22
500-600	4	7	3	9	23

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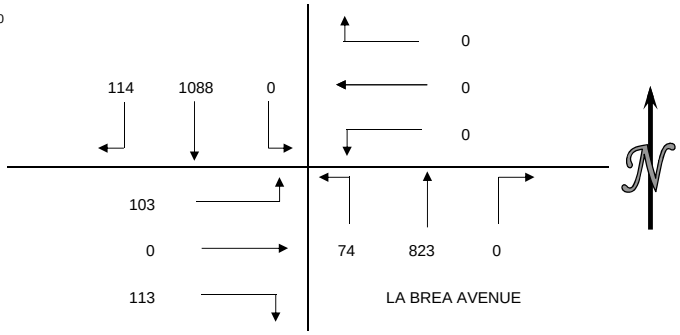
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		TUESDAY MAY 12 2015
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	LA BREA AVENUE
	E/W	HAWTHORNE AVENUE
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	4	224	0	0	0	0	0	138	4	17	0	3	390
715-730	14	276	0	0	0	0	0	150	8	19	0	4	471
730-745	20	273	0	0	0	0	0	177	11	18	0	7	506
745-800	37	254	0	0	0	0	0	184	25	17	0	6	523
800-815	31	266	0	0	0	0	0	197	25	33	0	25	577
815-830	45	313	0	0	0	0	0	204	14	31	0	20	627
830-845	19	259	0	0	0	0	0	203	12	21	0	37	551
845-900	19	250	0	0	0	0	0	219	23	28	0	21	560
900-915	31	245	0	0	0	0	0	198	10	28	0	21	533
915-930	25	248	0	0	0	0	0	220	18	22	0	16	549
930-945	16	250	0	0	0	0	0	187	10	24	0	15	502
945-1000	14	254	0	0	0	0	0	171	8	27	0	11	485
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	75	1027	0	0	0	0	0	649	48	71	0	20	1890
715-815	102	1069	0	0	0	0	0	708	69	87	0	42	2077
730-830	133	1106	0	0	0	0	0	762	75	99	0	58	2233
745-845	132	1092	0	0	0	0	0	788	76	102	0	88	2278
800-900	114	1088	0	0	0	0	0	823	74	113	0	103	2315
815-915	114	1067	0	0	0	0	0	824	59	108	0	99	2271
830-930	94	1002	0	0	0	0	0	840	63	99	0	95	2193
845-945	91	993	0	0	0	0	0	824	61	102	0	73	2144
900-1000	86	997	0	0	0	0	0	776	46	101	0	63	2069

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	2	3
715-730	0	0	5	7	12
730-745	0	0	15	2	17
745-800	0	0	18	6	24
800-815	0	0	14	11	25
815-830	0	0	6	5	11
830-845	0	0	11	11	22
854-900	0	0	12	11	23
900-915	0	0	5	5	10
915-930	0	0	2	4	6
930-945	0	0	5	4	9
945-1000	0	0	5	10	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	39	17	56
715-815	0	0	52	26	78
730-830	0	0	53	24	77
745-845	0	0	49	33	82
800-900	0	0	43	38	81
815-915	0	0	34	32	66
830-930	0	0	30	31	61
845-945	0	0	24	24	48
900-1000	0	0	17	23	40

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	0	1	1
800-815	0	0	0	1	1
815-830	0	0	0	1	1
830-845	0	0	0	4	4
845-900	0	0	0	2	2
900-915	0	0	0	0	0
915-930	0	0	0	1	1
930-945	0	0	0	1	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	3	4
715-815	0	0	1	2	3
730-830	0	0	0	3	3
745-845	0	0	0	7	7
800-900	0	0	0	8	8
815-915	0	0	0	7	7
830-930	0	0	0	7	7
845-945	0	0	0	4	4
900-1000	0	0	0	2	2

WILTEC

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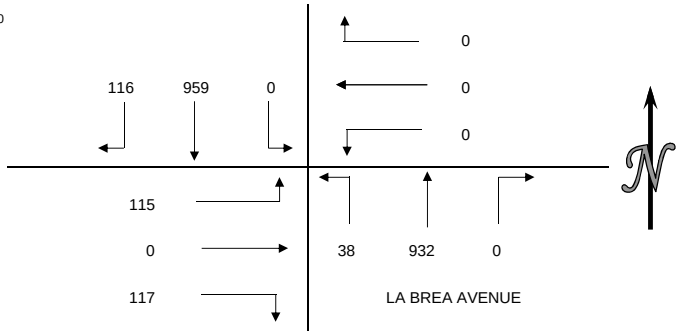
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W HAWTHORNE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	13	242	0	0	0	0	0	216	8	33	0	28	540
315-330	16	237	0	0	0	0	0	203	9	31	0	24	520
330-345	18	211	0	0	0	0	0	219	14	35	0	29	526
345-400	19	224	0	0	0	0	0	214	15	25	0	16	513
400-415	30	273	0	0	0	0	0	237	11	21	0	30	602
415-430	22	219	0	0	0	0	0	233	6	33	0	18	531
430-445	25	217	0	0	0	0	0	216	20	37	0	20	535
445-500	25	225	0	0	0	0	0	194	18	29	0	26	517
500-515	30	214	0	0	0	0	0	213	7	29	0	28	521
515-530	20	247	0	0	0	0	0	245	11	26	0	33	582
530-545	29	255	0	0	0	0	0	253	9	29	0	36	611
545-600	37	243	0	0	0	0	0	221	11	33	0	18	563
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	66	914	0	0	0	0	0	852	46	124	0	97	2099
315-415	83	945	0	0	0	0	0	873	49	112	0	99	2161
330-430	89	927	0	0	0	0	0	903	46	114	0	93	2172
345-445	96	933	0	0	0	0	0	900	52	116	0	84	2181
400-500	102	934	0	0	0	0	0	880	55	120	0	94	2185
415-515	102	875	0	0	0	0	0	856	51	128	0	92	2104
430-530	100	903	0	0	0	0	0	868	56	121	0	107	2155
445-545	104	941	0	0	0	0	0	905	45	113	0	123	2231
500-600	116	959	0	0	0	0	0	932	38	117	0	115	2277

AM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	18	21	39
715-730	0	0	17	25	42
730-745	0	0	16	2	18
745-800	0	0	17	36	53
800-815	0	0	7	21	28
815-830	0	0	16	13	29
830-845	0	0	14	14	28
854-900	0	0	17	25	42
900-915	0	0	21	23	44
915-930	0	0	15	19	34
930-945	0	0	18	20	38
945-1000	0	0	22	21	43
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	68	84	152
715-815	0	0	57	84	141
730-830	0	0	56	72	128
745-845	0	0	54	84	138
800-900	0	0	54	73	127
815-915	0	0	68	75	143
830-930	0	0	67	81	148
845-945	0	0	71	87	158
900-1000	0	0	76	83	159

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	3	3	6
715-730	0	0	0	1	1
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	2	2
915-930	0	0	0	7	7
930-945	0	0	0	6	6
945-1000	0	0	0	3	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	5	8
715-815	0	0	0	2	2
730-830	0	0	0	1	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	2	2
830-930	0	0	0	9	9
845-945	0	0	0	15	15
900-1000	0	0	0	18	18

WILTEC

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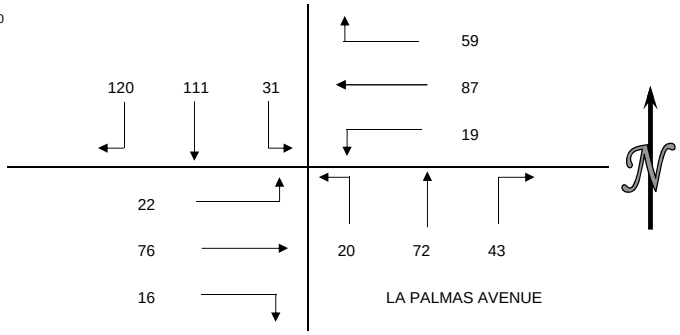
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S LA PALMAS AVENUE
E/W SELMA AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	9	7	4	1	0	4	2	4	2	2	0	37
715-730	7	8	4	1	1	3	0	5	0	2	10	1	42
730-745	21	18	2	6	15	6	3	6	4	3	12	3	99
745-800	32	31	4	1	11	6	5	6	4	5	31	3	139
800-815	38	23	7	11	23	4	8	4	4	4	21	1	148
815-830	20	29	9	20	28	5	8	15	5	5	19	6	169
830-845	28	31	6	19	22	6	17	33	5	3	23	5	198
845-900	34	28	9	9	14	4	10	20	6	4	13	10	161
900-915	13	19	5	5	19	4	5	8	4	5	11	7	105
915-930	16	31	8	8	8	4	5	4	7	1	15	8	115
930-945	20	15	6	7	9	5	9	14	5	10	10	11	121
945-1000	28	20	5	7	7	8	9	7	8	8	15	10	132
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	62	66	17	12	28	15	12	19	12	12	55	7	317
715-815	98	80	17	19	50	19	16	21	12	14	74	8	428
730-830	111	101	22	38	77	21	24	31	17	17	83	13	555
745-845	118	114	26	51	84	21	38	58	18	17	94	15	654
800-900	120	111	31	59	87	19	43	72	20	16	76	22	676
815-915	95	107	29	53	83	19	40	76	20	17	66	28	633
830-930	91	109	28	41	63	18	37	65	22	13	62	30	579
845-945	83	93	28	29	50	17	29	46	22	20	49	36	502
900-1000	77	85	24	27	43	21	28	33	24	24	51	36	473

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	2	2	6
715-730	0	3	5	0	8
730-745	0	1	4	0	5
745-800	1	0	21	3	25
800-815	2	7	5	2	16
815-830	2	4	14	2	22
830-845	7	10	18	0	35
854-900	6	9	8	6	29
900-915	1	4	8	4	17
915-930	4	5	10	2	21
930-945	1	4	14	1	20
945-1000	3	7	13	3	26
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	5	32	5	44
715-815	3	11	35	5	54
730-830	5	12	44	7	68
745-845	12	21	58	7	98
800-900	17	30	45	10	102
815-915	16	27	48	12	103
830-930	18	28	44	12	102
845-945	12	22	40	13	87
900-1000	9	20	45	10	84

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	2	1	1	1	5
800-815	1	0	0	1	2
815-830	0	1	0	1	2
830-845	0	1	0	0	1
845-900	2	0	0	0	2
900-915	0	0	0	0	0
915-930	0	1	2	1	4
930-945	0	0	0	0	0
945-1000	1	1	2	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	1	1	1	5
715-815	3	1	1	2	7
730-830	3	2	1	3	9
745-845	3	3	1	3	10
800-900	3	2	0	2	7
815-915	2	2	0	1	5
830-930	2	2	2	1	7
845-945	2	1	2	1	6
900-1000	1	2	4	1	8

WILTEC

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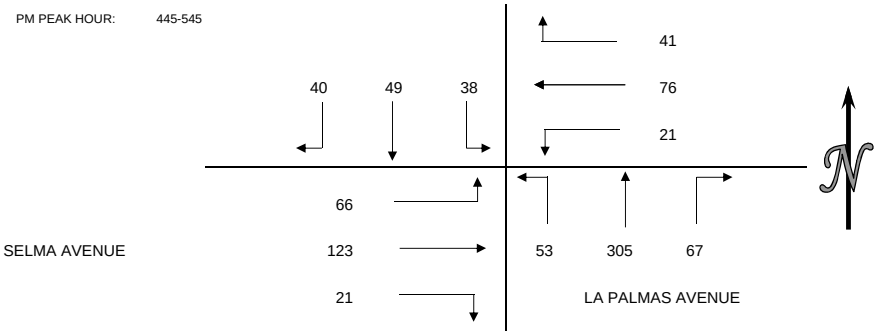
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00PM TO 6:00PM
INTERSECTION: N/S LA PALMAS AVENUE
E/W SELMA AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	15	14	11	14	22	9	22	32	8	4	18	7	176
315-330	10	19	12	5	11	12	15	36	11	2	30	6	169
330-345	10	9	11	3	23	13	24	57	13	9	28	21	221
345-400	5	9	11	4	14	9	15	42	8	6	18	16	157
400-415	9	17	4	11	9	6	14	77	17	5	26	10	205
415-430	6	12	6	9	13	7	10	62	11	1	29	6	172
430-445	10	13	9	8	7	4	16	69	8	3	26	7	180
445-500	10	13	11	3	27	3	22	80	16	3	26	12	226
500-515	13	8	4	11	11	5	15	75	13	8	39	22	224
515-530	9	15	16	12	20	7	18	68	13	7	28	18	231
530-545	8	13	7	15	18	6	12	82	11	3	30	14	219
545-600	4	12	7	14	10	4	16	61	17	3	31	18	197
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	40	51	45	26	70	43	76	167	40	21	94	50	723
315-415	34	54	38	23	57	40	68	212	49	22	102	53	752
330-430	30	47	32	27	59	35	63	238	49	21	101	53	755
345-445	30	51	30	32	43	26	55	250	44	15	99	39	714
400-500	35	55	30	31	56	20	62	288	52	12	107	35	783
415-515	39	46	30	31	58	19	63	286	48	15	120	47	802
430-530	42	49	40	34	65	19	71	292	50	21	119	59	861
445-545	40	49	38	41	76	21	67	305	53	21	123	66	900
500-600	34	48	34	52	59	22	61	286	54	21	128	72	871

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	9	14	7	32
315-330	8	13	32	4	57
330-345	4	11	26	2	43
345-400	3	3	9	5	20
400-415	10	14	15	0	39
415-430	3	9	12	3	27
430-445	1	2	7	5	15
445-500	13	21	8	3	45
500-515	10	17	7	1	35
515-530	10	10	13	10	43
530-545	6	12	20	1	39
545-600	8	8	9	5	30
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	17	36	81	18	152
315-415	25	41	82	11	159
330-430	20	37	62	10	129
345-445	17	28	43	13	101
400-500	27	46	42	11	126
415-515	27	49	34	12	122
430-530	34	50	35	19	138
445-545	39	60	48	15	162
500-600	34	47	49	17	147

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	2	0	3
315-330	0	2	0	0	2
330-345	0	0	2	1	3
345-400	1	0	1	0	2
400-415	1	0	0	0	1
415-430	0	0	0	0	0
430-445	0	1	2	1	4
445-500	0	0	0	0	0
500-515	0	0	2	0	2
515-530	2	0	1	0	3
530-545	0	0	1	0	1
545-600	0	0	1	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	2	5	1	10
315-415	2	2	3	1	8
330-430	2	0	3	1	6
345-445	2	1	3	1	7
400-500	1	1	2	1	5
415-515	0	1	4	1	6
430-530	2	1	5	1	9
445-545	2	0	4	0	6
500-600	2	0	5	1	8

WILTEC

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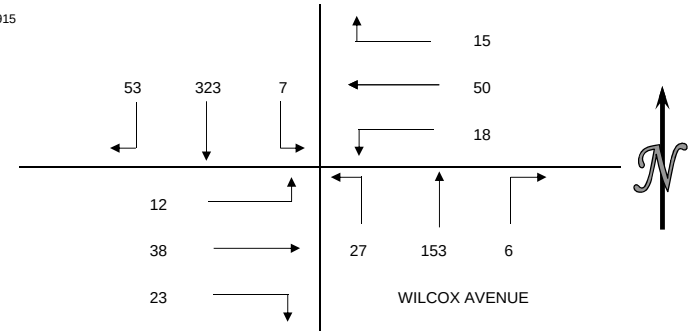
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILCOX AVENUE
E/W SELMA AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	39	0	3	3	1	1	14	1	3	2	0	74
715-730	11	55	1	2	6	1	1	14	2	3	8	1	105
730-745	13	78	1	2	8	2	3	17	3	4	3	0	134
745-800	12	65	0	1	15	1	0	28	4	8	8	0	142
800-815	19	73	2	3	15	12	1	21	3	9	10	2	170
815-830	13	93	2	5	11	3	2	25	9	6	8	2	179
830-845	13	81	2	4	15	3	2	37	6	6	10	4	183
845-900	14	76	1	4	11	5	1	42	4	5	9	1	173
900-915	13	73	2	2	13	7	1	49	8	6	11	5	190
915-930	12	75	0	5	10	3	2	34	5	5	13	1	165
930-945	8	69	3	5	18	2	2	43	8	3	12	3	176
945-1000	21	64	6	3	21	7	2	30	7	7	16	5	189
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	43	237	2	8	32	5	5	73	10	18	21	1	455
715-815	55	271	4	8	44	16	5	80	12	24	29	3	551
730-830	57	309	5	11	49	18	6	91	19	27	29	4	625
745-845	57	312	6	13	56	19	5	111	22	29	36	8	674
800-900	59	323	7	16	52	23	6	125	22	26	37	9	705
815-915	53	323	7	15	50	18	6	153	27	23	38	12	725
830-930	52	305	5	15	49	18	6	162	23	22	43	11	711
845-945	47	293	6	16	52	17	6	168	25	19	45	10	704
900-1000	54	281	11	15	62	19	7	156	28	21	52	14	720

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	3	0	3	12
715-730	2	5	0	7	14
730-745	2	1	0	5	8
745-800	3	5	1	4	13
800-815	3	11	1	6	21
815-830	7	8	1	6	22
830-845	8	10	3	5	26
854-900	5	15	7	8	35
900-915	17	12	2	7	38
915-930	5	15	7	7	34
930-945	12	4	5	9	30
945-1000	17	17	3	9	46
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	14	1	19	47
715-815	10	22	2	22	56
730-830	15	25	3	21	64
745-845	21	34	6	21	82
800-900	23	44	12	25	104
815-915	37	45	13	26	121
830-930	35	52	19	27	133
845-945	39	46	21	31	137
900-1000	51	48	17	32	148

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	0	0	1	1
800-815	1	0	2	0	3
815-830	1	0	1	0	2
830-845	0	1	0	0	1
845-900	0	0	1	0	1
900-915	0	0	0	2	2
915-930	1	1	0	0	2
930-945	0	0	0	0	0
945-1000	1	1	0	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	0	1	3
715-815	1	1	2	1	5
730-830	2	1	3	1	7
745-845	2	1	3	1	7
800-900	2	1	4	0	7
815-915	1	1	2	2	6
830-930	1	2	1	2	6
845-945	1	1	1	2	5
900-1000	2	2	0	4	8

WILTEC

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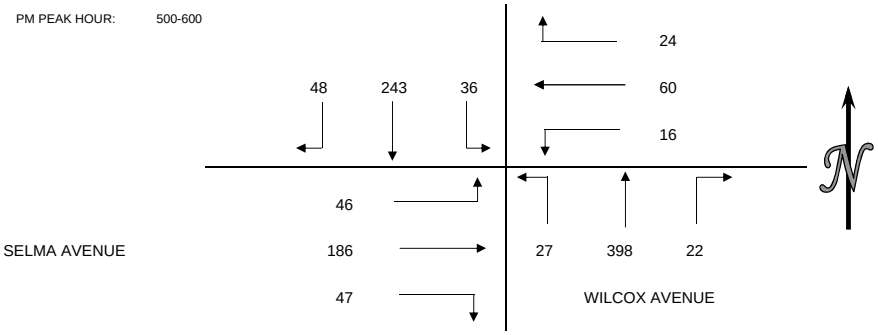
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00PM TO 6:00PM
INTERSECTION: N/S WILCOX AVENUE
E/W SELMA AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	14	55	0	8	10	3	13	60	2	11	41	8	225
315-330	8	43	11	12	16	2	-5	94	2	2	31	5	221
330-345	13	51	8	5	10	1	3	84	4	9	37	7	232
345-400	16	53	6	8	17	2	5	97	5	13	46	7	275
400-415	24	65	13	4	15	2	14	84	1	19	50	10	301
415-430	12	51	2	4	12	2	1	86	5	11	37	5	228
430-445	10	71	6	5	15	4	12	99	7	11	29	7	276
445-500	16	65	7	2	19	2	4	96	4	13	30	2	260
500-515	14	53	7	6	15	2	4	87	15	21	47	8	279
515-530	12	59	7	5	12	4	6	99	6	11	43	10	274
530-545	11	69	9	4	12	4	4	113	3	7	52	15	303
545-600	11	62	13	9	21	6	8	99	3	8	44	13	297
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	51	202	25	33	53	8	16	335	13	35	155	27	953
315-415	61	212	38	29	58	7	17	359	12	43	164	29	1029
330-430	65	220	29	21	54	7	23	351	15	52	170	29	1036
345-445	62	240	27	21	59	10	32	366	18	54	162	29	1080
400-500	62	252	28	15	61	10	31	365	17	54	146	24	1065
415-515	52	240	22	17	61	10	21	368	31	56	143	22	1043
430-530	52	248	27	18	61	12	26	381	32	56	149	27	1089
445-545	53	246	30	17	58	12	18	395	28	52	172	35	1116
500-600	48	243	36	24	60	16	22	398	27	47	186	46	1153

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	12	21	9	15	57
315-330	13	-6	10	-2	15
330-345	19	3	10	6	38
345-400	5	3	12	3	23
400-415	27	7	8	16	58
415-430	19	3	5	2	29
430-445	23	13	5	6	47
445-500	9	5	10	2	26
500-515	11	1	6	2	20
515-530	25	0	9	10	44
530-545	11	0	13	12	36
545-600	13	0	13	0	26
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	49	21	41	22	133
315-415	64	7	40	23	134
330-430	70	16	35	27	148
345-445	74	26	30	27	157
400-500	78	28	28	26	160
415-515	62	22	26	12	122
430-530	68	19	30	20	137
445-545	56	6	38	26	126
500-600	60	1	41	24	126

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	1	0	0	2
315-330	1	2	2	1	6
330-345	0	0	2	0	2
345-400	0	0	3	0	3
400-415	2	1	2	1	6
415-430	0	0	1	0	1
430-445	0	0	0	1	1
445-500	1	0	2	0	3
500-515	2	0	1	0	3
515-530	0	1	1	0	2
530-545	2	0	1	0	3
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	3	7	1	13
315-415	3	3	9	2	17
330-430	2	1	8	1	12
345-445	2	1	6	2	11
400-500	3	1	5	2	11
415-515	3	0	4	1	8
430-530	3	1	4	1	9
445-545	5	1	5	0	11
500-600	5	1	3	0	9

WILTEC

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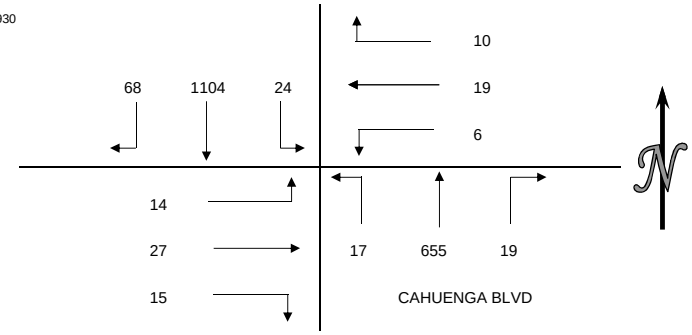
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BLVD
E/W SELMA AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	211	4	2	2	0	2	60	0	2	2	1	292
715-730	7	261	2	5	3	1	1	84	2	3	2	1	372
730-745	5	237	2	3	2	1	1	100	3	2	3	4	363
745-800	13	257	2	1	3	1	3	109	1	1	5	2	398
800-815	19	286	4	3	5	2	1	125	3	3	8	8	467
815-830	10	275	5	7	4	1	2	158	5	4	6	3	480
830-845	18	270	7	5	3	0	8	183	4	1	3	4	506
845-900	16	263	6	1	2	2	3	171	7	4	6	4	485
900-915	19	288	4	3	6	3	4	151	2	4	9	3	496
915-930	15	283	7	1	8	1	4	150	4	6	9	3	491
930-945	11	286	8	6	9	3	3	130	4	9	13	4	486
945-1000	12	208	7	3	2	3	10	136	3	7	5	1	397
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	31	966	10	11	10	3	7	353	6	8	12	8	1425
715-815	44	1041	10	12	13	5	6	418	9	9	18	15	1600
730-830	47	1055	13	14	14	5	7	492	12	10	22	17	1708
745-845	60	1088	18	16	15	4	14	575	13	9	22	17	1851
800-900	63	1094	22	16	14	5	14	637	19	12	23	19	1938
815-915	63	1096	22	16	15	6	17	663	18	13	24	14	1967
830-930	68	1104	24	10	19	6	19	655	17	15	27	14	1978
845-945	61	1120	25	11	25	9	14	602	17	23	37	14	1958
900-1000	57	1065	26	13	25	10	21	567	13	26	36	11	1870

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	15	9	7	12	43
715-730	0	6	4	3	13
730-745	0	1	6	0	7
745-800	1	5	14	3	23
800-815	3	4	6	6	19
815-830	5	3	6	9	23
830-845	7	19	15	6	47
854-900	17	9	14	12	52
900-915	2	11	11	11	35
915-930	5	12	6	13	36
930-945	14	12	11	12	49
945-1000	13	11	17	10	51
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	16	21	31	18	86
715-815	4	16	30	12	62
730-830	9	13	32	18	72
745-845	16	31	41	24	112
800-900	32	35	41	33	141
815-915	31	42	46	38	157
830-930	31	51	46	42	170
845-945	38	44	42	48	172
900-1000	34	46	45	46	171

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	1	1	0	2
730-745	0	0	0	0	0
745-800	0	0	0	2	2
800-815	1	1	0	0	2
815-830	1	1	2	1	5
830-845	0	0	0	1	1
845-900	0	0	3	0	3
900-915	1	1	0	0	2
915-930	0	1	1	1	3
930-945	3	0	1	0	4
945-1000	1	0	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	1	2	5
715-815	1	2	1	2	6
730-830	2	2	2	3	9
745-845	2	2	2	4	10
800-900	2	2	5	2	11
815-915	2	2	5	2	11
830-930	1	2	4	2	9
845-945	4	2	5	1	12
900-1000	5	2	2	2	11

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

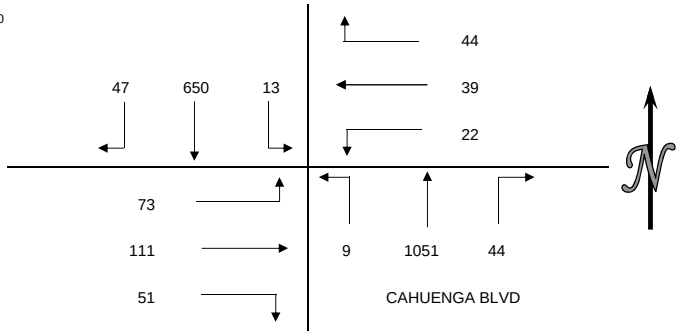
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 19 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BLVD
E/W SELMA AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	6	144	4	16	8	6	7	220	8	11	23	18	471
315-330	10	163	5	18	8	7	12	266	4	16	30	11	550
330-345	13	145	7	17	15	7	2	255	4	20	22	25	532
345-400	12	143	9	11	10	2	9	215	3	24	35	18	491
400-415	12	162	3	12	9	9	4	267	3	18	22	20	541
415-430	13	177	6	9	7	4	9	259	1	9	39	13	546
430-445	9	169	2	12	13	5	15	267	1	9	22	23	547
445-500	13	142	2	11	10	4	16	258	4	15	28	17	520
500-515	12	153	4	9	8	6	7	232	1	14	32	22	500
515-530	8	162	0	11	9	2	24	186	1	10	31	14	458
530-545	13	189	1	10	12	7	23	203	4	14	22	27	525
545-600	15	200	1	7	15	5	18	169	2	14	32	15	493
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	41	595	25	62	41	22	30	956	19	71	110	72	2044
315-415	47	613	24	58	42	25	27	1003	14	78	109	74	2114
330-430	50	627	25	49	41	22	24	996	11	71	118	76	2110
345-445	46	651	20	44	39	20	37	1008	8	60	118	74	2125
400-500	47	650	13	44	39	22	44	1051	9	51	111	73	2154
415-515	47	641	14	41	38	19	47	1016	7	47	121	75	2113
430-530	42	626	8	43	40	17	62	943	7	48	113	76	2025
445-545	46	646	7	41	39	19	70	879	10	53	113	80	2003
500-600	48	704	6	37	44	20	72	790	8	52	117	78	1976

PM PEAK HOUR: 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	27	42	32	35	136
315-330	27	29	38	21	115
330-345	17	18	54	21	110
345-400	24	36	29	24	113
400-415	20	30	25	30	105
415-430	30	38	27	20	115
430-445	25	28	14	28	95
445-500	19	38	33	41	131
500-515	34	31	28	18	111
515-530	25	29	39	25	118
530-545	16	17	17	20	70
545-600	21	55	40	22	138
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	95	125	153	101	474
315-415	88	113	146	96	443
330-430	91	122	135	95	443
345-445	99	132	95	102	428
400-500	94	134	99	119	446
415-515	108	135	102	107	452
430-530	103	126	114	112	455
445-545	94	115	117	104	430
500-600	96	132	124	85	437

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	1	1	1	1	4
330-345	0	0	2	0	2
345-400	1	0	5	2	8
400-415	1	2	1	1	5
415-430	1	3	0	0	4
430-445	1	0	3	1	5
445-500	0	1	2	1	4
500-515	2	0	2	0	4
515-530	0	0	4	0	4
530-545	4	3	1	0	8
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	1	8	3	14
315-415	3	3	9	4	19
330-430	3	5	8	3	19
345-445	4	5	9	4	22
400-500	3	6	6	3	18
415-515	4	4	7	2	17
430-530	3	1	11	2	17
445-545	6	4	9	1	20
500-600	6	4	7	0	17

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5429_007 **Day:** TUESDAY

City: City of Hollywood **TOTALS** **Date:** 8/27/2013

AM

NS/EW Streets:	Vine St			Vine St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	1	0	1	1	0	
7:00 AM	2	101	4	6	232	2	2	5	5	10	4	8	381
7:15 AM	1	94	9	6	254	2	4	3	1	12	5	7	398
7:30 AM	8	116	8	8	309	5	1	7	11	8	4	12	497
7:45 AM	6	135	9	5	305	11	2	13	7	9	17	6	525
8:00 AM	3	134	15	5	308	6	3	11	16	11	21	6	539
8:15 AM	3	135	15	3	311	17	9	10	11	10	25	9	558
8:30 AM	9	141	19	11	298	9	5	18	11	22	16	12	571
8:45 AM	7	151	19	11	323	14	9	11	16	22	26	16	625
9:00 AM	18	177	19	8	292	12	10	14	9	19	22	29	629
9:15 AM	8	156	22	10	323	10	2	15	20	15	20	34	635
9:30 AM	13	147	22	7	278	23	5	12	17	21	17	33	595
9:45 AM	11	140	29	7	333	15	9	15	19	23	35	43	679
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	89	1627	190	87	3566	126	61	134	143	182	212	215	6632
APPROACH %'s :	4.67%	85.36%	9.97%	2.30%	94.36%	3.33%	18.05%	39.64%	42.31%	29.89%	34.81%	35.30%	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	50	620	92	32	1226	60	26	56	65	78	94	139	2538
PEAK HR FACTOR :		0.890			0.928			0.855			0.770		0.934

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5429_007 **Day:** TUESDAY

City: City of Hollywood **TOTALS** **Date:** 8/27/2013

PM

NS/EW Streets:	Vine St			Vine St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	1	0	1	1	0	
3:00 PM	8	219	32	5	174	6	8	41	17	13	13	8	544
3:15 PM	13	228	37	21	182	9	9	36	16	17	34	16	618
3:30 PM	9	259	42	11	203	14	20	23	25	16	26	16	664
3:45 PM	19	235	47	13	206	9	17	46	22	16	18	10	658
4:00 PM	15	227	19	27	194	16	16	37	15	16	24	18	624
4:15 PM	12	249	23	22	197	18	19	31	20	14	20	25	650
4:30 PM	12	275	24	20	189	9	17	33	23	11	23	17	653
4:45 PM	13	279	22	12	187	16	18	48	20	11	20	19	665
5:00 PM	9	272	29	14	188	17	16	51	22	12	33	13	676
5:15 PM	11	264	24	22	209	18	25	47	21	9	21	10	681
5:30 PM	17	279	29	16	218	14	17	45	17	14	19	25	710
5:45 PM	14	287	31	11	176	10	11	42	17	6	26	13	644
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	152	3073	359	194	2323	156	193	480	235	155	277	190	7787
APPROACH %'s :	4.24%	85.74%	10.02%	7.26%	86.91%	5.84%	21.26%	52.86%	25.88%	24.92%	44.53%	30.55%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	50	1094	104	64	802	65	76	191	80	46	93	67	2732
PEAK HR FACTOR :		0.960			0.935			0.933			0.888		0.962

CONTROL : Signalized

WILTEC

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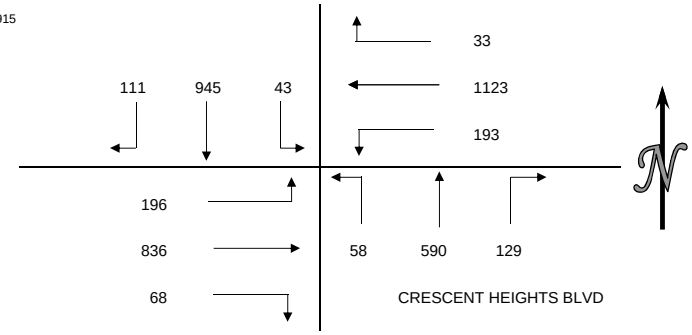
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CRESCENT HEIGHTS BLVD
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	28	224	5	1	253	16	15	96	15	9	108	37	807
715-730	25	262	1	5	266	21	23	100	13	4	145	47	912
730-745	22	227	8	4	271	13	21	107	10	12	153	39	887
745-800	22	237	11	4	307	20	25	141	13	10	194	43	1027
800-815	21	228	15	8	303	54	28	121	14	12	198	48	1050
815-830	24	264	10	2	291	45	30	136	11	17	208	42	1080
830-845	26	240	11	7	282	66	34	161	12	15	218	49	1121
845-900	25	213	10	13	257	44	28	146	20	15	204	56	1031
900-915	36	228	12	11	293	38	37	147	15	21	206	49	1093
915-930	27	238	16	7	303	46	41	124	14	15	197	47	1075
930-945	34	229	29	9	297	50	31	138	16	14	183	47	1077
945-1000	16	208	20	12	291	22	39	132	27	23	205	58	1053
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	97	950	25	14	1097	70	84	444	51	35	600	166	3633
715-815	90	954	35	21	1147	108	97	469	50	38	690	177	3876
730-830	89	956	44	18	1172	132	104	505	48	51	753	172	4044
745-845	93	969	47	21	1183	185	117	559	50	54	818	182	4278
800-900	96	945	46	30	1133	209	120	564	57	59	828	195	4282
815-915	111	945	43	33	1123	193	129	590	58	68	836	196	4325
830-930	114	919	49	38	1135	194	140	578	61	66	825	201	4320
845-945	122	908	67	40	1150	178	137	555	65	65	790	199	4276
900-1000	113	903	77	39	1184	156	148	541	72	73	791	201	4298

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	6	9	0	15
715-730	12	10	20	6	48
730-745	6	3	25	5	39
745-800	7	3	18	1	29
800-815	3	14	21	2	40
815-830	1	6	14	6	27
830-845	9	10	25	5	49
854-900	10	10	22	8	50
900-915	8	7	31	4	50
915-930	8	10	7	3	28
930-945	13	9	24	5	51
945-1000	10	8	23	3	44
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	25	22	72	12	131
715-815	28	30	84	14	156
730-830	17	26	78	14	135
745-845	20	33	78	14	145
800-900	23	40	82	21	166
815-915	28	33	92	23	176
830-930	35	37	85	20	177
845-945	39	36	84	20	179
900-1000	39	34	85	15	173

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	1	0	0	1
730-745	2	0	0	0	2
745-800	1	0	0	1	2
800-815	1	1	0	0	2
815-830	1	1	0	0	2
830-845	1	0	0	0	1
845-900	0	0	1	0	1
900-915	3	0	0	0	3
915-930	1	0	1	0	2
930-945	2	0	1	1	4
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	1	0	1	6
715-815	4	2	0	1	7
730-830	5	2	0	1	8
745-845	4	2	0	1	7
800-900	3	2	1	0	6
815-915	5	1	1	0	7
830-930	5	0	2	0	7
845-945	6	0	3	1	10
900-1000	6	0	2	1	9

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

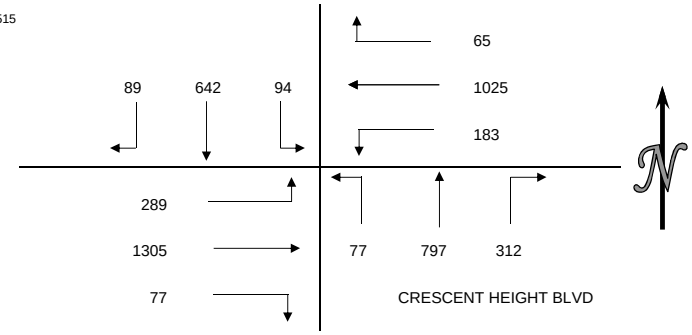
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CRESCENT HEIGHTS BLVD
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	9	167	11	18	249	38	67	200	22	22	264	85	1152
315-330	17	157	33	8	251	39	55	195	11	17	257	70	1110
330-345	22	135	10	10	219	36	69	185	16	20	243	80	1045
345-400	20	133	13	19	256	52	92	211	15	31	299	87	1228
400-415	26	139	16	10	230	44	87	205	19	25	293	70	1164
415-430	17	165	22	14	225	34	72	195	31	25	331	86	1217
430-445	27	141	28	11	242	49	85	205	16	17	320	77	1218
445-500	29	155	22	15	275	52	84	181	19	14	341	65	1252
500-515	16	181	22	25	283	48	71	216	11	21	313	61	1268
515-530	24	168	19	17	221	39	71	200	9	25	306	80	1179
530-545	40	143	15	15	220	38	75	187	19	20	329	64	1165
545-600	30	172	18	11	268	24	85	162	16	9	290	76	1161
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	68	592	67	55	975	165	283	791	64	90	1063	322	4535
315-415	85	564	72	47	956	171	303	796	61	93	1092	307	4547
330-430	85	572	61	53	930	166	320	796	81	101	1166	323	4654
345-445	90	578	79	54	953	179	336	816	81	98	1243	320	4827
400-500	99	600	88	50	972	179	328	786	85	81	1285	298	4851
415-515	89	642	94	65	1025	183	312	797	77	77	1305	289	4955
430-530	96	645	91	68	1021	188	311	802	55	77	1280	283	4917
445-545	109	647	78	72	999	177	301	784	58	80	1289	270	4864
500-600	110	664	74	68	992	149	302	765	55	75	1238	281	4773

PM PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	16	10	31	4	61
315-330	17	10	25	13	65
330-345	4	12	25	8	49
345-400	14	9	31	6	60
400-415	30	31	25	2	88
415-430	15	12	30	6	63
430-445	24	15	33	12	84
445-500	13	29	38	4	84
500-515	11	7	41	17	76
515-530	10	9	39	4	62
530-545	10	12	27	7	56
545-600	0	6	35	9	50
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	51	41	112	31	235
315-415	65	62	106	29	262
330-430	63	64	111	22	260
345-445	83	67	119	26	295
400-500	82	87	126	24	319
415-515	63	63	142	39	307
430-530	58	60	151	37	306
445-545	44	57	145	32	278
500-600	31	34	142	37	244

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	0	0	1
315-330	1	0	1	0	2
330-345	2	0	1	0	3
345-400	1	0	1	0	2
400-415	1	0	1	0	2
415-430	2	1	0	0	3
430-445	3	0	2	0	5
445-500	0	2	0	1	3
500-515	0	0	3	1	4
515-530	1	0	0	0	1
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	4	1	3	0	8
315-415	5	0	4	0	9
330-430	6	1	3	0	10
345-445	7	1	4	0	12
400-500	6	3	3	1	13
415-515	5	3	5	2	15
430-530	4	2	5	2	13
445-545	1	2	4	2	9
500-600	1	0	4	1	6

WILTEC

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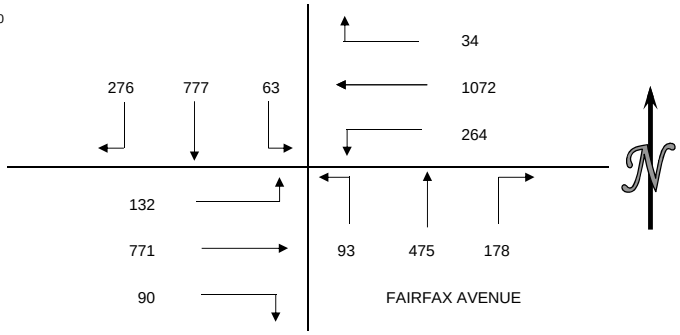
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FAIRFAX AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	75	153	7	8	288	45	22	55	13	13	119	12	810
715-730	65	188	11	7	258	35	18	91	15	16	120	18	842
730-745	72	191	10	7	251	65	20	100	15	18	165	18	932
745-800	67	202	8	7	224	54	46	129	18	20	164	26	965
800-815	59	208	23	1	269	71	41	102	19	20	179	29	1021
815-830	61	215	15	13	278	86	56	132	17	17	205	32	1127
830-845	81	183	10	10	282	47	33	119	25	24	182	31	1027
845-900	75	171	15	10	243	60	48	122	32	29	205	40	1050
900-915	62	169	14	13	235	48	32	133	15	30	220	40	1011
915-930	56	169	14	8	251	42	48	133	17	23	228	-8	981
930-945	54	183	18	8	256	43	36	109	32	29	174	82	1024
945-1000	51	168	16	17	229	47	38	100	27	23	219	-64	871
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	279	734	36	29	1021	199	106	375	61	67	568	74	3549
715-815	263	789	52	22	1002	225	125	422	67	74	628	91	3760
730-830	259	816	56	28	1022	276	163	463	69	75	713	105	4045
745-845	268	808	56	31	1053	258	176	482	79	81	730	118	4140
800-900	276	777	63	34	1072	264	178	475	93	90	771	132	4225
815-915	279	738	54	46	1038	241	169	506	89	100	812	143	4215
830-930	274	692	53	41	1011	197	161	507	89	106	835	103	4069
845-945	247	692	61	39	985	193	164	497	96	111	827	154	4066
900-1000	223	689	62	46	971	180	154	475	91	105	841	50	3887

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	12	13	0	28
715-730	2	19	15	0	36
730-745	2	24	25	0	51
745-800	13	19	11	0	43
800-815	1	22	16	0	39
815-830	2	13	6	0	21
830-845	8	16	12	0	36
854-900	11	26	6	0	43
900-915	11	22	17	0	50
915-930	3	17	10	0	30
930-945	12	24	6	0	42
945-1000	8	18	5	0	31
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	20	74	64	0	158
715-815	18	84	67	0	169
730-830	18	78	58	0	154
745-845	24	70	45	0	139
800-900	22	77	40	0	139
815-915	32	77	41	0	150
830-930	33	81	45	0	159
845-945	37	89	39	0	165
900-1000	34	81	38	0	153

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	2	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	1	0	1
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	1	0	3
730-830	0	0	1	0	1
745-845	0	0	1	0	1
800-900	0	0	1	0	1
815-915	0	0	1	0	1
830-930	0	0	1	0	1
845-945	0	1	1	0	2
900-1000	0	1	2	0	3

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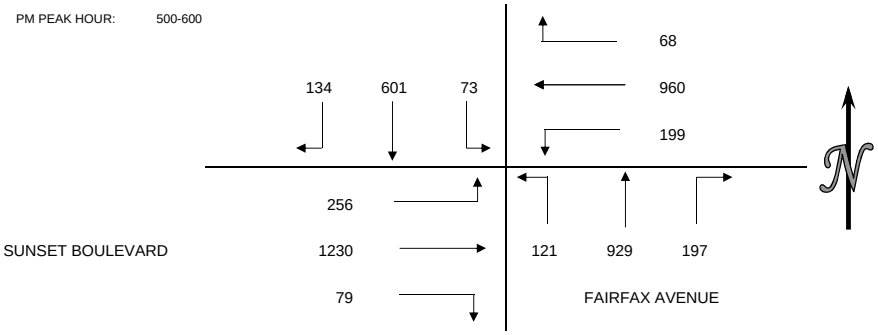
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	41	126	22	14	215	45	59	154	40	29	248	41	1034
315-330	40	154	21	11	227	44	74	180	32	21	262	43	1109
330-345	52	122	27	15	209	53	69	176	28	17	248	45	1061
345-400	37	155	22	20	243	53	40	205	24	23	298	43	1163
400-415	39	152	16	7	221	41	52	196	25	24	284	62	1119
415-430	43	142	23	21	212	39	43	209	21	14	282	78	1127
430-445	38	138	21	11	253	49	48	232	38	23	306	47	1204
445-500	38	147	13	23	258	41	49	228	21	26	313	59	1216
500-515	42	131	10	21	226	49	45	235	31	21	291	62	1164
515-530	35	140	21	11	246	55	46	245	32	18	292	61	1202
530-545	24	172	16	19	232	44	62	231	30	18	346	61	1255
545-600	33	158	26	17	256	51	44	218	28	22	301	72	1226
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	170	557	92	60	894	195	242	715	124	90	1056	172	4367
315-415	168	583	86	53	900	191	235	757	109	85	1092	193	4452
330-430	171	571	88	63	885	186	204	786	98	78	1112	228	4470
345-445	157	587	82	59	929	182	183	842	108	84	1170	230	4613
400-500	158	579	73	62	944	170	192	865	105	87	1185	246	4666
415-515	161	558	67	76	949	178	185	904	111	84	1192	246	4711
430-530	153	556	65	66	983	194	188	940	122	88	1202	229	4786
445-545	139	590	60	74	962	189	202	939	114	83	1242	243	4837
500-600	134	601	73	68	960	199	197	929	121	79	1230	256	4847

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	7	51	5	0	63
315-330	24	36	0	0	60
330-345	8	19	3	0	30
345-400	13	52	15	0	80
400-415	8	25	23	0	56
415-430	10	19	8	0	37
430-445	15	33	3	0	51
445-500	11	13	7	0	31
500-515	14	25	7	0	46
515-530	9	13	16	0	38
530-545	8	10	5	0	23
545-600	18	36	10	0	64
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	52	158	23	0	233
315-415	53	132	41	0	226
330-430	39	115	49	0	203
345-445	46	129	49	0	224
400-500	44	90	41	0	175
415-515	50	90	25	0	165
430-530	49	84	33	0	166
445-545	42	61	35	0	138
500-600	49	84	38	0	171

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	1	0	2
315-330	0	2	0	0	2
330-345	0	1	0	0	1
345-400	0	0	1	0	1
400-415	0	0	1	0	1
415-430	0	0	0	0	0
430-445	3	1	0	0	4
445-500	0	1	0	0	1
500-515	0	3	1	0	4
515-530	0	1	1	0	2
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	4	2	0	6
315-415	0	3	2	0	5
330-430	0	1	2	0	3
345-445	3	1	2	0	6
400-500	3	2	1	0	6
415-515	3	5	1	0	9
430-530	3	6	2	0	11
445-545	0	5	2	0	7
500-600	0	4	2	0	6

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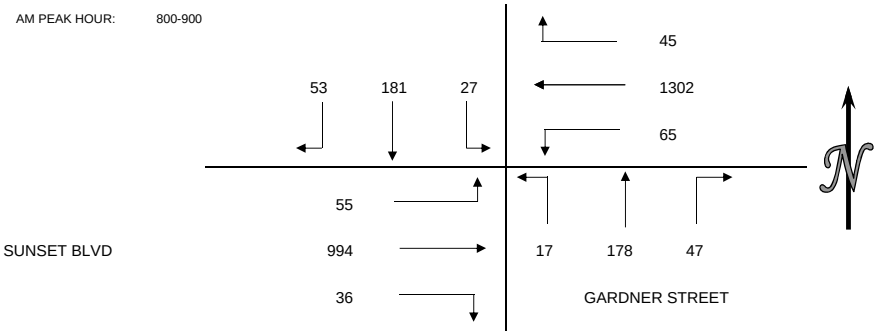
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S GARDNER STREET
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	9	3	3	330	8	3	7	4	1	157	8	539
715-730	7	16	3	4	316	10	7	15	2	2	162	7	551
730-745	12	23	4	7	288	11	10	13	4	3	186	10	571
745-800	6	22	3	10	292	14	9	34	4	4	216	10	624
800-815	15	38	8	23	335	20	15	55	6	8	230	21	774
815-830	15	52	8	8	359	21	8	49	2	7	283	14	826
830-845	12	45	9	7	309	14	17	38	4	11	225	11	702
845-900	11	46	2	7	299	10	7	36	5	10	256	9	698
900-915	11	48	6	7	280	13	11	41	5	12	238	11	683
915-930	16	30	4	6	288	9	13	21	3	5	268	13	676
930-945	13	25	2	4	281	18	18	25	9	13	222	9	639
945-1000	15	29	5	3	272	7	17	16	8	9	259	9	649
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	31	70	13	24	1226	43	29	69	14	10	721	35	2285
715-815	40	99	18	44	1231	55	41	117	16	17	794	48	2520
730-830	48	135	23	48	1274	66	42	151	16	22	915	55	2795
745-845	48	157	28	48	1295	69	49	176	16	30	954	56	2926
800-900	53	181	27	45	1302	65	47	178	17	36	994	55	3000
815-915	49	191	25	29	1247	58	43	164	16	40	1002	45	2909
830-930	50	169	21	27	1176	46	48	136	17	38	987	44	2759
845-945	51	149	14	24	1148	50	49	123	22	40	984	42	2696
900-1000	55	132	17	20	1121	47	59	103	25	39	987	42	2647

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	3	8	1	13
715-730	12	8	3	5	28
730-745	8	8	5	3	24
745-800	11	2	15	8	36
800-815	10	31	21	6	68
815-830	11	24	16	8	59
830-845	8	5	11	10	34
854-900	11	2	12	4	29
900-915	10	5	9	6	30
915-930	6	7	12	4	29
930-945	8	7	6	13	34
945-1000	12	3	17	11	43
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	32	21	31	17	101
715-815	41	49	44	22	156
730-830	40	65	57	25	187
745-845	40	62	63	32	197
800-900	40	62	60	28	190
815-915	40	36	48	28	152
830-930	35	19	44	24	122
845-945	35	21	39	27	122
900-1000	36	22	44	34	136

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	0	0	1	1	2
730-745	0	0	1	0	1
745-800	3	2	0	2	7
800-815	1	0	1	1	3
815-830	4	4	1	0	9
830-845	0	0	1	1	2
845-900	0	0	0	0	0
900-915	1	0	2	0	3
915-930	2	1	0	1	4
930-945	1	0	1	0	2
945-1000	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	2	4	3	12
715-815	4	2	3	4	13
730-830	8	6	3	3	20
745-845	8	6	3	4	21
800-900	5	4	3	2	14
815-915	5	4	4	1	14
830-930	3	1	3	2	9
845-945	4	1	3	1	9
900-1000	5	1	3	1	10

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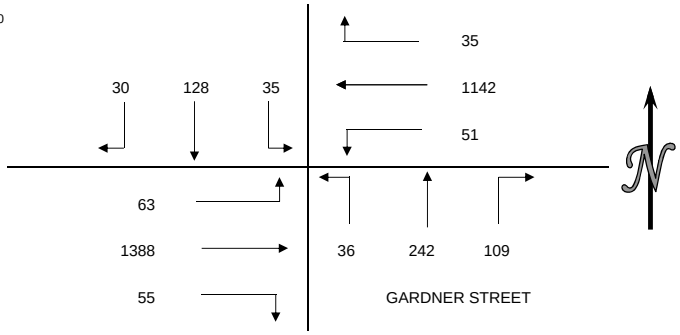
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00PM TO 6:00PM
INTERSECTION: N/S GARDNER STREET
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	11	41	15	6	281	18	15	47	10	15	325	11	795
315-330	15	47	10	6	244	22	17	40	12	13	338	17	781
330-345	12	36	4	4	271	16	19	44	5	13	326	9	759
345-400	8	28	4	7	299	19	35	40	10	11	313	14	788
400-415	19	40	10	10	243	12	22	41	6	14	340	20	777
415-430	7	35	8	11	254	20	14	53	12	9	329	8	760
430-445	12	24	6	5	299	11	21	56	10	7	351	12	814
445-500	8	37	8	9	274	13	22	64	7	16	348	12	818
500-515	9	29	9	10	289	13	18	64	8	11	330	13	803
515-530	5	28	7	3	273	9	20	62	13	11	323	7	761
530-545	7	26	10	11	267	19	39	58	11	10	385	26	869
545-600	9	45	9	11	313	10	32	58	4	23	350	17	881
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	46	152	33	23	1095	75	86	171	37	52	1302	51	3123
315-415	54	151	28	27	1057	69	93	165	33	51	1317	60	3105
330-430	46	139	26	32	1067	67	90	178	33	47	1308	51	3084
345-445	46	127	28	33	1095	62	92	190	38	41	1333	54	3139
400-500	46	136	32	35	1070	56	79	214	35	46	1368	52	3169
415-515	36	125	31	35	1116	57	75	237	37	43	1358	45	3195
430-530	34	118	30	27	1135	46	81	246	38	45	1352	44	3196
445-545	29	120	34	33	1103	54	99	248	39	48	1386	58	3251
500-600	30	128	35	35	1142	51	109	242	36	55	1388	63	3314

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	19	11	12	13	55
315-330	15	6	21	15	57
330-345	17	10	19	9	55
345-400	13	11	38	12	74
400-415	28	13	23	27	91
415-430	13	9	21	9	52
430-445	30	11	26	29	96
445-500	14	13	21	10	58
500-515	23	6	20	4	53
515-530	22	17	28	15	82
530-545	12	5	31	13	61
545-600	19	8	10	10	47
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	64	38	90	49	241
315-415	73	40	101	63	277
330-430	71	43	101	57	272
345-445	84	44	108	77	313
400-500	85	46	91	75	297
415-515	80	39	88	52	259
430-530	89	47	95	58	289
445-545	71	41	100	42	254
500-600	76	36	89	42	243

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	1	0	3
315-330	1	1	0	0	2
330-345	1	0	2	0	3
345-400	3	3	1	0	7
400-415	0	0	1	0	1
415-430	2	0	0	1	3
430-445	2	1	0	0	3
445-500	0	0	1	0	1
500-515	7	0	5	1	13
515-530	5	1	2	1	9
530-545	0	1	0	0	1
545-600	1	0	1	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	7	4	4	0	15
315-415	5	4	4	0	13
330-430	6	3	4	1	14
345-445	7	4	2	1	14
400-500	4	1	2	1	8
415-515	11	1	6	2	20
430-530	14	2	8	2	26
445-545	12	2	8	2	24
500-600	13	2	8	4	27

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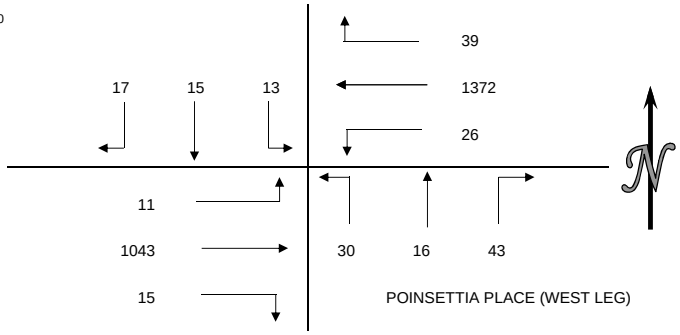
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		THURSDAY MAY 21 2015
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	POINSETTIA PLACE (WEST LEG)
	E/W	SUNSET BLVD
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	4	1	3	8	345	3	4	1	3	3	137	1	513
715-730	3	2	1	6	308	5	2	0	0	1	183	1	512
730-745	4	1	1	2	293	8	14	6	1	0	205	0	535
745-800	3	5	3	3	336	9	13	10	2	3	207	1	595
800-815	2	5	1	8	342	12	12	7	7	4	256	3	659
815-830	9	6	2	13	378	10	6	3	11	4	276	4	722
830-845	2	2	7	12	304	1	13	3	4	5	260	1	614
845-900	4	2	3	6	348	3	12	3	8	2	251	3	645
900-915	6	1	2	8	323	4	19	3	4	6	256	0	632
915-930	6	3	4	2	292	4	8	1	4	2	277	3	606
930-945	8	1	7	5	277	8	10	1	6	1	249	3	576
945-1000	6	5	2	7	279	8	10	8	4	4	265	2	600
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	14	9	8	19	1282	25	33	17	6	7	732	3	2155
715-815	12	13	6	19	1279	34	41	23	10	8	851	5	2301
730-830	18	17	7	26	1349	39	45	26	21	11	944	8	2511
745-845	16	18	13	36	1360	32	44	23	24	16	999	9	2590
800-900	17	15	13	39	1372	26	43	16	30	15	1043	11	2640
815-915	21	11	14	39	1353	18	50	12	27	17	1043	8	2613
830-930	18	8	16	28	1267	12	52	10	20	15	1044	7	2497
845-945	24	7	16	21	1240	19	49	8	22	11	1033	9	2459
900-1000	26	10	15	22	1171	24	47	13	18	13	1047	8	2414

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	3	5	11
715-730	4	0	2	4	10
730-745	4	0	9	16	29
745-800	8	1	14	5	28
800-815	0	0	12	14	26
815-830	3	1	18	22	44
830-845	2	0	8	9	19
854-900	7	0	16	28	51
900-915	13	1	11	21	46
915-930	9	0	10	18	37
930-945	6	0	13	23	42
945-1000	17	0	18	20	55
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	19	1	28	30	78
715-815	16	1	37	39	93
730-830	15	2	53	57	127
745-845	13	2	52	50	117
800-900	12	1	54	73	140
815-915	25	2	53	80	160
830-930	31	1	45	76	153
845-945	35	1	50	90	176
900-1000	45	1	52	82	180

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	3	0	0	0	3
730-745	3	1	0	0	4
745-800	2	0	1	0	3
800-815	3	1	0	0	4
815-830	1	0	1	0	2
830-845	0	0	0	0	0
845-900	1	0	0	0	1
900-915	0	0	0	0	0
915-930	1	0	0	0	1
930-945	2	0	0	1	3
945-1000	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	1	3	0	12
715-815	11	2	1	0	14
730-830	9	2	2	0	13
745-845	6	1	2	0	9
800-900	5	1	1	0	7
815-915	2	0	1	0	3
830-930	2	0	0	0	2
845-945	4	0	0	1	5
900-1000	4	0	0	1	5

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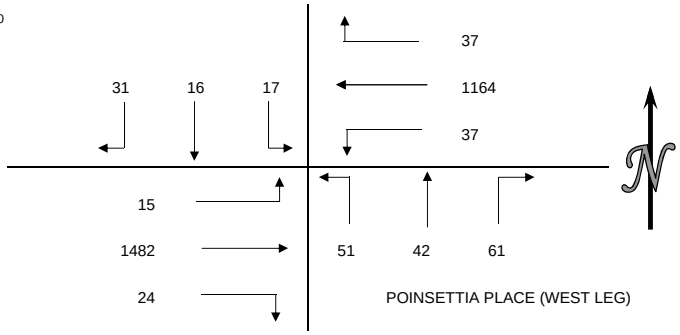
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S POINSETTIA PLACE (WEST LEG)
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	4	9	5	4	233	12	17	7	11	3	325	3	633
315-330	6	5	1	7	246	7	11	4	7	5	371	0	670
330-345	5	2	6	5	290	8	10	13	11	10	337	8	705
345-400	7	7	10	7	308	6	9	7	7	7	353	3	731
400-415	4	2	2	5	277	8	10	9	12	2	368	0	699
415-430	5	0	3	3	231	7	14	8	11	5	360	3	650
430-445	4	3	3	5	312	13	24	6	7	1	384	2	764
445-500	5	4	1	12	280	11	19	19	7	2	347	2	709
500-515	7	1	1	15	293	10	23	10	11	5	368	0	744
515-530	9	7	5	9	268	5	12	10	15	4	360	4	708
530-545	6	6	3	8	299	8	14	10	8	7	379	3	751
545-600	9	2	8	5	304	14	12	12	17	8	375	8	774
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	22	23	22	23	1077	33	47	31	36	25	1386	14	2739
315-415	22	16	19	24	1121	29	40	33	37	24	1429	11	2805
330-430	21	11	21	20	1106	29	43	37	41	24	1418	14	2785
345-445	20	12	18	20	1128	34	57	30	37	15	1465	8	2844
400-500	18	9	9	25	1100	39	67	42	37	10	1459	7	2822
415-515	21	8	8	35	1116	41	80	43	36	13	1459	7	2867
430-530	25	15	10	41	1153	39	78	45	40	12	1459	8	2925
445-545	27	18	10	44	1140	34	68	49	41	18	1454	9	2912
500-600	31	16	17	37	1164	37	61	42	51	24	1482	15	2977

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	20	1	30	31	82
315-330	14	1	32	35	82
330-345	12	0	17	24	53
345-400	14	0	21	26	61
400-415	18	0	30	23	71
415-430	18	1	21	28	68
430-445	25	1	20	25	71
445-500	13	0	19	18	50
500-515	9	0	19	40	68
515-530	16	0	18	23	57
530-545	9	0	23	29	61
545-600	17	0	19	30	66
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	60	2	100	116	278
315-415	58	1	100	108	267
330-430	62	1	89	101	253
345-445	75	2	92	102	271
400-500	74	2	90	94	260
415-515	65	2	79	111	257
430-530	63	1	76	106	246
445-545	47	0	79	110	236
500-600	51	0	79	122	252

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	4	0	1	2	7
315-330	3	0	2	0	5
330-345	1	0	1	0	2
345-400	1	0	2	1	4
400-415	3	0	3	1	7
415-430	1	0	0	0	1
430-445	1	0	2	0	3
445-500	1	0	1	0	2
500-515	1	0	3	0	4
515-530	3	0	2	0	5
530-545	2	0	0	1	3
545-600	1	0	6	3	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	9	0	6	3	18
315-415	8	0	8	2	18
330-430	6	0	6	2	14
345-445	6	0	7	2	15
400-500	6	0	6	1	13
415-515	4	0	6	0	10
430-530	6	0	8	0	14
445-545	7	0	6	1	14
500-600	7	0	11	4	22

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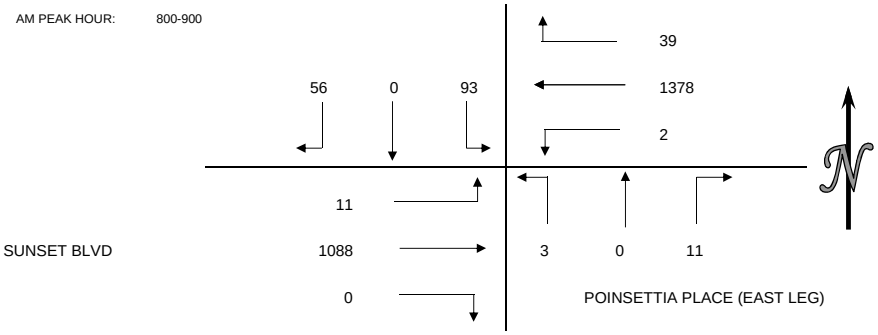
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S POINSETTIA PLACE (EAST LEG)
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	10	0	11	7	345	0	0	0	1	1	140	3	518
715-730	10	1	8	6	309	2	0	0	0	0	180	6	522
730-745	6	0	16	4	297	0	1	0	0	0	216	4	544
745-800	6	0	25	8	342	0	0	0	0	0	220	3	604
800-815	14	0	15	16	348	0	0	0	0	0	266	3	662
815-830	17	0	26	6	384	0	5	0	0	0	281	3	722
830-845	13	0	16	7	303	0	3	0	1	0	277	3	623
845-900	12	0	36	10	343	2	3	0	2	0	264	2	674
900-915	13	0	25	11	322	1	0	1	0	0	269	8	650
915-930	5	0	22	7	293	0	2	0	0	0	283	6	618
930-945	12	3	19	10	277	1	0	0	1	0	263	3	589
945-1000	9	2	8	10	284	0	2	0	1	0	273	4	593
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	32	1	60	25	1293	2	1	0	1	1	756	16	2188
715-815	36	1	64	34	1296	2	1	0	0	0	882	16	2332
730-830	43	0	82	34	1371	0	6	0	0	0	983	13	2532
745-845	50	0	82	37	1377	0	8	0	1	0	1044	12	2611
800-900	56	0	93	39	1378	2	11	0	3	0	1088	11	2681
815-915	55	0	103	34	1352	3	11	1	3	0	1091	16	2669
830-930	43	0	99	35	1261	3	8	1	3	0	1093	19	2565
845-945	42	3	102	38	1235	4	5	1	3	0	1079	19	2531
900-1000	39	5	74	38	1176	2	4	1	2	0	1088	21	2450

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	8	9	2	23
715-730	4	0	6	0	10
730-745	11	7	10	0	28
745-800	14	7	13	1	35
800-815	2	8	11	0	21
815-830	10	11	19	0	40
830-845	12	8	11	0	31
854-900	16	9	21	0	46
900-915	18	7	11	0	36
915-930	25	18	12	0	55
930-945	12	12	7	0	31
945-1000	22	19	15	0	56
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	33	22	38	3	96
715-815	31	22	40	1	94
730-830	37	33	53	1	124
745-845	38	34	54	1	127
800-900	40	36	62	0	138
815-915	56	35	62	0	153
830-930	71	42	55	0	168
845-945	71	46	51	0	168
900-1000	77	56	45	0	178

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	2	0	3
715-730	1	0	1	0	2
730-745	2	0	0	0	2
745-800	1	0	1	1	3
800-815	5	0	0	0	5
815-830	2	0	0	0	2
830-845	0	0	1	0	1
845-900	1	0	2	0	3
900-915	2	0	0	0	2
915-930	3	0	0	0	3
930-945	3	1	1	0	5
945-1000	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	1	4	1	10
715-815	9	0	2	1	12
730-830	10	0	1	1	12
745-845	8	0	2	1	11
800-900	8	0	3	0	11
815-915	5	0	3	0	8
830-930	6	0	3	0	9
845-945	9	1	3	0	13
900-1000	10	1	1	0	12

WILTEC

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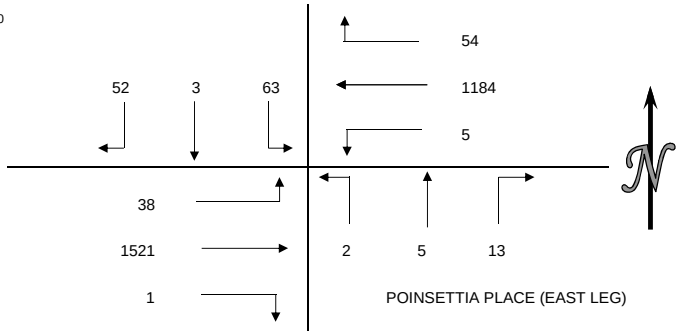
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		THURSDAY MAY 21 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	POINSETTIA PLACE (EAST LEG)
	E/W	SUNSET BLVD
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	11	1	15	9	237	0	3	0	1	0	338	9	624
315-330	7	0	16	11	252	6	3	2	1	0	377	6	681
330-345	16	0	22	11	287	2	4	0	0	0	346	7	695
345-400	8	2	10	11	312	1	1	1	1	0	361	11	719
400-415	11	2	14	11	279	1	1	1	0	0	370	10	700
415-430	4	0	15	13	237	0	1	1	0	0	370	7	648
430-445	8	0	25	18	321	1	1	2	1	0	406	5	788
445-500	9	1	18	15	291	4	3	1	3	0	352	15	712
500-515	17	1	14	13	300	1	2	0	1	1	385	6	741
515-530	10	0	13	7	272	0	2	1	0	0	360	17	682
530-545	12	0	25	19	302	2	2	2	1	0	390	6	761
545-600	13	2	11	15	310	2	7	2	0	0	386	9	757
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	42	3	63	42	1088	9	11	3	3	0	1422	33	2719
315-415	42	4	62	44	1130	10	9	4	2	0	1454	34	2795
330-430	39	4	61	46	1115	4	7	3	1	0	1447	35	2762
345-445	31	4	64	53	1149	3	4	5	2	0	1507	33	2855
400-500	32	3	72	57	1128	6	6	5	4	0	1498	37	2848
415-515	38	2	72	59	1149	6	7	4	5	1	1513	33	2889
430-530	44	2	70	53	1184	6	8	4	5	1	1503	43	2923
445-545	48	2	70	54	1165	7	9	4	5	1	1487	44	2896
500-600	52	3	63	54	1184	5	13	5	2	1	1521	38	2941

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	44	12	34	2	92
315-330	29	13	32	2	76
330-345	41	9	18	0	68
345-400	34	15	25	3	77
400-415	34	20	26	0	80
415-430	34	8	26	0	68
430-445	40	12	27	0	79
445-500	27	24	28	1	80
500-515	35	16	22	1	74
515-530	24	25	29	0	78
530-545	39	19	26	0	84
545-600	29	15	32	0	76
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	148	49	109	7	313
315-415	138	57	101	5	301
330-430	143	52	95	3	293
345-445	142	55	104	3	304
400-500	135	64	107	1	307
415-515	136	60	103	2	301
430-530	126	77	106	2	311
445-545	125	84	105	2	316
500-600	127	75	109	1	312

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	4	1	3	0	8
315-330	4	1	2	0	7
330-345	1	3	2	0	6
345-400	2	0	3	0	5
400-415	4	0	2	0	6
415-430	1	0	1	0	2
430-445	2	0	0	0	2
445-500	3	0	1	0	4
500-515	8	2	4	0	14
515-530	2	2	3	0	7
530-545	3	0	0	0	3
545-600	1	1	6	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	11	5	10	0	26
315-415	11	4	9	0	24
330-430	8	3	8	0	19
345-445	9	0	6	0	15
400-500	10	0	4	0	14
415-515	14	2	6	0	22
430-530	15	4	8	0	27
445-545	16	4	8	0	28
500-600	14	5	13	0	32

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

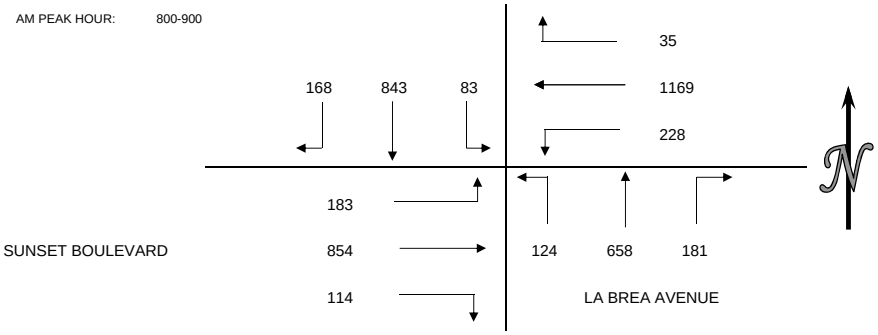
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S LA BREA AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	54	170	11	8	281	43	19	108	22	20	139	21	896
715-730	28	198	21	7	280	50	25	118	27	16	153	23	946
730-745	47	222	20	6	275	95	36	135	25	19	137	34	1051
745-800	45	228	19	15	287	101	35	136	39	16	178	36	1135
800-815	53	196	16	10	321	64	34	165	38	23	195	45	1160
815-830	40	206	21	10	299	57	55	158	34	25	218	50	1173
830-845	36	233	21	4	251	72	47	180	20	31	204	46	1145
845-900	39	208	25	11	298	35	45	155	32	35	237	42	1162
900-915	57	210	22	11	282	51	32	166	20	22	206	43	1122
915-930	48	203	28	10	309	84	30	149	30	36	216	56	1199
930-945	43	210	23	18	236	72	22	152	31	27	204	53	1091
945-1000	46	183	26	17	239	82	23	138	34	35	188	44	1055
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	174	818	71	36	1123	289	115	497	113	71	607	114	4028
715-815	173	844	76	38	1163	310	130	554	129	74	663	138	4292
730-830	185	852	76	41	1182	317	160	594	136	83	728	165	4519
745-845	174	863	77	39	1158	294	171	639	131	95	795	177	4613
800-900	168	843	83	35	1169	228	181	658	124	114	854	183	4640
815-915	172	857	89	36	1130	215	179	659	106	113	865	181	4602
830-930	180	854	96	36	1140	242	154	650	102	124	863	187	4628
845-945	187	831	98	50	1125	242	129	622	113	120	863	194	4574
900-1000	194	806	99	56	1066	289	107	605	115	120	814	196	4467

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	11	17	6	6	40
715-730	7	20	10	8	45
730-745	14	15	1	6	36
745-800	21	14	6	8	49
800-815	15	28	9	8	60
815-830	14	22	10	12	58
830-845	28	25	12	13	78
854-900	29	21	13	14	77
900-915	27	25	6	10	68
915-930	15	19	9	10	53
930-945	23	25	16	12	76
945-1000	23	27	12	18	80
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	53	66	23	28	170
715-815	57	77	26	30	190
730-830	64	79	26	34	203
745-845	78	89	37	41	245
800-900	86	96	44	47	273
815-915	98	93	41	49	281
830-930	99	90	40	47	276
845-945	94	90	44	46	274
900-1000	88	96	43	50	277

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	3	0	0	1	4
730-745	3	0	2	0	5
745-800	4	0	0	1	5
800-815	3	0	0	0	3
815-830	1	1	0	0	2
830-845	0	0	0	0	0
845-900	3	0	2	0	5
900-915	5	0	0	1	6
915-930	1	2	1	1	5
930-945	0	2	0	3	5
945-1000	3	2	2	2	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	0	2	2	14
715-815	13	0	2	2	17
730-830	11	1	2	1	15
745-845	8	1	0	1	10
800-900	7	1	2	0	10
815-915	9	1	2	1	13
830-930	9	2	3	2	16
845-945	9	4	3	5	21
900-1000	9	6	3	7	25

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

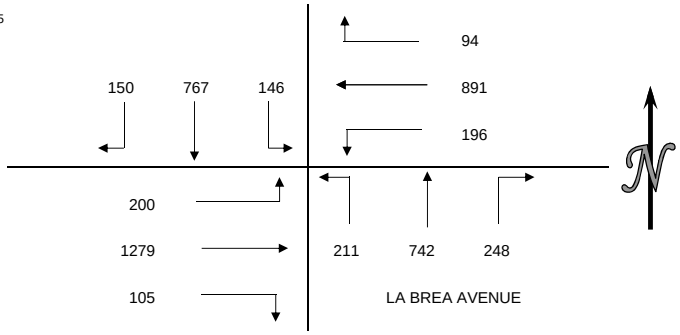
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	45	187	33	24	190	46	58	165	25	24	274	51	1122
315-330	39	162	35	24	223	37	51	172	50	25	305	51	1174
330-345	37	190	38	21	209	32	54	194	69	26	282	46	1198
345-400	32	191	25	35	237	42	46	174	37	19	292	61	1191
400-415	34	178	35	21	212	36	49	162	48	34	296	37	1142
415-430	29	183	25	33	252	34	48	159	40	28	340	52	1223
430-445	45	196	41	19	211	44	61	166	52	25	314	39	1213
445-500	32	189	40	25	219	40	64	189	55	22	314	63	1252
500-515	39	197	34	17	210	61	48	181	50	34	329	31	1231
515-530	36	170	30	24	247	38	61	190	41	27	335	57	1256
530-545	43	211	42	28	215	57	75	182	65	22	301	49	1290
545-600	31	201	33	19	236	52	58	153	58	19	324	36	1220
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	153	730	131	104	859	157	209	705	181	94	1153	209	4685
315-415	142	721	133	101	881	147	200	702	204	104	1175	195	4705
330-430	132	742	123	110	910	144	197	689	194	107	1210	196	4754
345-445	140	748	126	108	912	156	204	661	177	106	1242	189	4769
400-500	140	746	141	98	894	154	222	676	195	109	1264	191	4830
415-515	145	765	140	94	892	179	221	695	197	109	1297	185	4919
430-530	152	752	145	85	887	183	234	726	198	108	1292	190	4952
445-545	150	767	146	94	891	196	248	742	211	105	1279	200	5029
500-600	149	779	139	88	908	208	242	706	214	102	1289	173	4997

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	44	37	28	30	139
315-330	74	33	23	17	147
330-345	40	47	8	23	118
345-400	51	37	33	35	156
400-415	32	24	29	37	122
415-430	30	31	21	37	119
430-445	36	20	40	39	135
445-500	56	31	20	22	129
500-515	53	28	17	29	127
515-530	55	38	42	27	162
530-545	37	27	20	28	112
545-600	60	27	27	31	145
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	209	154	92	105	560
315-415	197	141	93	112	543
330-430	153	139	91	132	515
345-445	149	112	123	148	532
400-500	154	106	110	135	505
415-515	175	110	98	127	510
430-530	200	117	119	117	553
445-545	201	124	99	106	530
500-600	205	120	106	115	546

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	0	3	4
315-330	3	1	0	0	4
330-345	5	0	0	3	8
345-400	2	1	1	0	4
400-415	1	0	0	2	3
415-430	0	0	0	2	2
430-445	2	0	0	1	3
445-500	3	1	1	0	5
500-515	6	0	0	0	6
515-530	3	2	0	0	5
530-545	0	0	0	1	1
545-600	2	0	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	10	3	1	6	20
315-415	11	2	1	5	19
330-430	8	1	1	7	17
345-445	5	1	1	5	12
400-500	6	1	1	5	13
415-515	11	1	1	3	16
430-530	14	3	1	1	19
445-545	12	3	1	1	17
500-600	11	2	0	2	15

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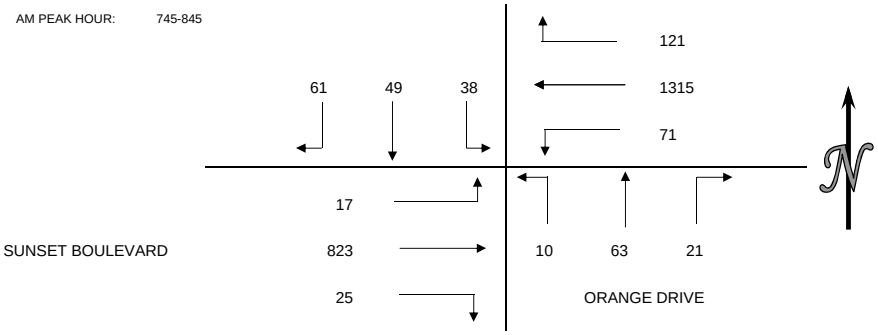
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S ORANGE DRIVE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	4	7	10	244	11	5	6	1	3	133	4	437
715-730	6	5	7	24	297	6	7	8	1	0	167	4	532
730-745	9	24	14	41	315	18	2	19	0	3	195	8	648
745-800	17	22	12	58	359	14	5	21	2	11	213	5	739
800-815	18	13	7	25	294	25	4	20	1	5	180	4	596
815-830	15	8	10	16	347	11	7	10	2	4	194	3	627
830-845	11	6	9	22	315	21	5	12	5	5	236	5	652
845-900	20	18	10	20	316	18	8	12	5	6	193	1	627
900-915	6	9	8	20	312	9	3	5	1	4	226	7	610
915-930	11	8	10	19	329	8	10	11	1	1	192	6	606
930-945	16	15	14	12	323	19	10	17	3	4	160	2	595
945-1000	13	19	7	14	290	14	13	12	2	3	181	6	574
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	41	55	40	133	1215	49	19	54	4	17	708	21	2356
715-815	50	64	40	148	1265	63	18	68	4	19	755	21	2515
730-830	59	67	43	140	1315	68	18	70	5	23	782	20	2610
745-845	61	49	38	121	1315	71	21	63	10	25	823	17	2614
800-900	64	45	36	83	1272	75	24	54	13	20	803	13	2502
815-915	52	41	37	78	1290	59	23	39	13	19	849	16	2516
830-930	48	41	37	81	1272	56	26	40	12	16	847	19	2495
845-945	53	50	42	71	1280	54	31	45	10	15	771	16	2438
900-1000	46	51	39	65	1254	50	36	45	7	12	759	21	2385

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	8	4	6	24
715-730	6	19	21	10	56
730-745	26	30	35	25	116
745-800	35	33	24	17	109
800-815	29	32	37	11	109
815-830	8	4	17	15	44
830-845	16	11	35	8	70
854-900	17	8	12	13	50
900-915	20	12	11	7	50
915-930	7	26	17	17	67
930-945	8	9	14	8	39
945-1000	13	20	21	14	68
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	73	90	84	58	305
715-815	96	114	117	63	390
730-830	98	99	113	68	378
745-845	88	80	113	51	332
800-900	70	55	101	47	273
815-915	61	35	75	43	214
830-930	60	57	75	45	237
845-945	52	55	54	45	206
900-1000	48	67	63	46	224

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	0	2
715-730	1	0	2	0	3
730-745	1	0	2	1	4
745-800	2	1	3	1	7
800-815	4	0	1	1	6
815-830	1	1	1	0	3
830-845	1	0	2	0	3
845-900	5	0	0	2	7
900-915	3	0	0	1	4
915-930	0	1	2	1	4
930-945	4	0	2	0	6
945-1000	1	0	5	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	1	8	2	16
715-815	8	1	8	3	20
730-830	8	2	7	3	20
745-845	8	2	7	2	19
800-900	11	1	4	3	19
815-915	10	1	3	3	17
830-930	9	1	4	4	18
845-945	12	1	4	4	21
900-1000	8	1	9	2	20

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

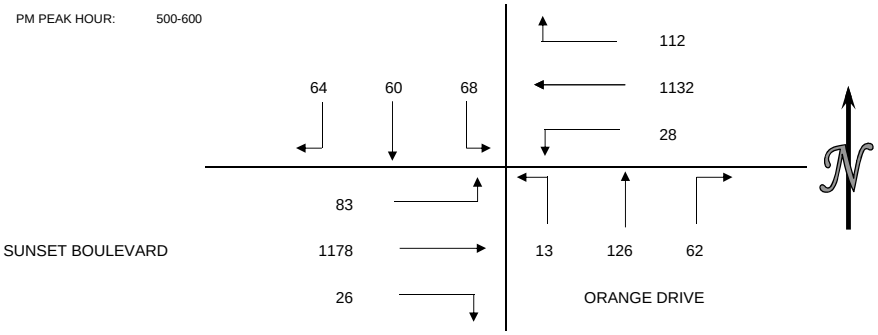
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S ORANGE DRIVE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	15	11	17	43	228	22	14	31	7	11	256	8	663
315-330	28	24	20	19	244	20	5	17	3	18	279	13	690
330-345	15	14	14	32	256	7	13	22	8	14	306	9	710
345-400	14	10	25	32	283	18	7	24	6	15	295	10	739
400-415	13	12	16	19	252	11	14	19	5	10	265	15	651
415-430	20	24	25	27	282	12	11	28	9	8	287	7	740
430-445	18	15	18	35	272	13	10	28	2	9	305	12	737
445-500	23	9	20	23	250	5	9	22	4	8	299	18	690
500-515	23	11	17	26	270	7	19	28	6	5	312	17	741
515-530	11	14	17	15	269	3	16	31	2	7	270	24	679
530-545	14	12	13	31	286	8	9	34	4	5	285	24	725
545-600	16	23	21	40	307	10	18	33	1	9	311	18	807
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	72	59	76	126	1011	67	39	94	24	58	1136	40	2802
315-415	70	60	75	102	1035	56	39	82	22	57	1145	47	2790
330-430	62	60	80	110	1073	48	45	93	28	47	1153	41	2840
345-445	65	61	84	113	1089	54	42	99	22	42	1152	44	2867
400-500	74	60	79	104	1056	41	44	97	20	35	1156	52	2818
415-515	84	59	80	111	1074	37	49	106	21	30	1203	54	2908
430-530	75	49	72	99	1061	28	54	109	14	29	1186	71	2847
445-545	71	46	67	95	1075	23	53	115	16	25	1166	83	2835
500-600	64	60	68	112	1132	28	62	126	13	26	1178	83	2952

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	67	47	16	35	165
315-330	71	66	43	46	226
330-345	34	27	43	25	129
345-400	36	24	32	18	110
400-415	45	76	28	39	188
415-430	31	24	25	31	111
430-445	47	25	29	27	128
445-500	24	52	28	25	129
500-515	35	16	22	30	103
515-530	26	16	30	28	100
530-545	45	24	21	39	129
545-600	30	27	34	24	115
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	208	164	134	124	630
315-415	186	193	146	128	653
330-430	146	151	128	113	538
345-445	159	149	114	115	537
400-500	147	177	110	122	556
415-515	137	117	104	113	471
430-530	132	109	109	110	460
445-545	130	108	101	122	461
500-600	136	83	107	121	447

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	2	0	3
315-330	3	2	5	1	11
330-345	2	0	6	0	8
345-400	1	0	2	1	4
400-415	3	1	6	0	10
415-430	2	0	3	0	5
430-445	4	3	4	2	13
445-500	8	2	3	4	17
500-515	3	2	4	1	10
515-530	5	5	0	2	12
530-545	5	2	4	3	14
545-600	0	1	3	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	7	2	15	2	26
315-415	9	3	19	2	33
330-430	8	1	17	1	27
345-445	10	4	15	3	32
400-500	17	6	16	6	45
415-515	17	7	14	7	45
430-530	20	12	11	9	52
445-545	21	11	11	10	53
500-600	13	10	11	6	40

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 27 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	60	402	14	4	340	47	12	214	10	9	141	32	1285
715-730	46	384	5	11	321	36	12	233	15	6	150	52	1271
730-745	69	381	10	10	361	35	29	281	13	14	176	48	1427
745-800	62	299	16	10	332	31	20	241	15	8	197	54	1285
800-815	80	339	12	9	287	31	32	277	21	20	182	65	1355
815-830	84	350	19	9	309	46	33	304	18	16	229	72	1489
830-845	70	372	7	10	277	28	33	289	12	16	226	66	1406
845-900	59	378	14	9	290	67	23	251	25	24	249	63	1452
900-915	63	362	17	12	269	71	30	221	7	22	223	63	1360
915-930	55	358	17	9	228	46	27	249	9	12	197	65	1272
930-945	83	386	10	14	240	55	31	270	15	22	202	55	1383
945-1000	53	355	16	20	300	36	36	249	18	11	203	55	1352
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	237	1466	45	35	1354	149	73	969	53	37	664	186	5268
715-815	257	1403	43	40	1301	133	93	1032	64	48	705	219	5338
730-830	295	1369	57	38	1289	143	114	1103	67	58	784	239	5556
745-845	296	1360	54	38	1205	136	118	1111	66	60	834	257	5535
800-900	293	1439	52	37	1163	172	121	1121	76	76	886	266	5702
815-915	276	1462	57	40	1145	212	119	1065	62	78	927	264	5707
830-930	247	1470	55	40	1064	212	113	1010	53	74	895	257	5490
845-945	260	1484	58	44	1027	239	111	991	56	80	871	246	5467
900-1000	254	1461	60	55	1037	208	124	989	49	67	825	238	5367

AM PEAK HOUR: 815-915

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	15	10	6	15	46
715-730	35	17	11	20	83
730-745	76	37	24	36	173
745-800	123	21	33	57	234
800-815	110	48	22	45	225
815-830	38	21	30	34	123
830-845	28	28	17	19	92
854-900	16	32	8	16	72
900-915	16	28	21	17	82
915-930	7	19	13	16	55
930-945	20	36	13	17	86
945-1000	16	41	16	15	88
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	249	85	74	128	536
715-815	344	123	90	158	715
730-830	347	127	109	172	755
745-845	299	118	102	155	674
800-900	192	129	77	114	512
815-915	98	109	76	86	369
830-930	67	107	59	68	301
845-945	59	115	55	66	295
900-1000	59	124	63	65	311

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	1	0	2
715-730	0	0	1	3	4
730-745	5	4	0	2	11
745-800	5	0	0	2	7
800-815	3	1	0	4	8
815-830	3	1	0	1	5
830-845	2	1	0	2	5
845-900	5	2	3	3	13
900-915	4	0	0	1	5
915-930	2	1	2	4	9
930-945	1	1	4	1	7
945-1000	2	2	0	3	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	5	2	7	24
715-815	13	5	1	11	30
730-830	16	6	0	9	31
745-845	13	3	0	9	25
800-900	13	5	3	10	31
815-915	14	4	3	7	28
830-930	13	4	5	10	32
845-945	12	4	9	9	34
900-1000	9	4	6	9	28

WILTEC

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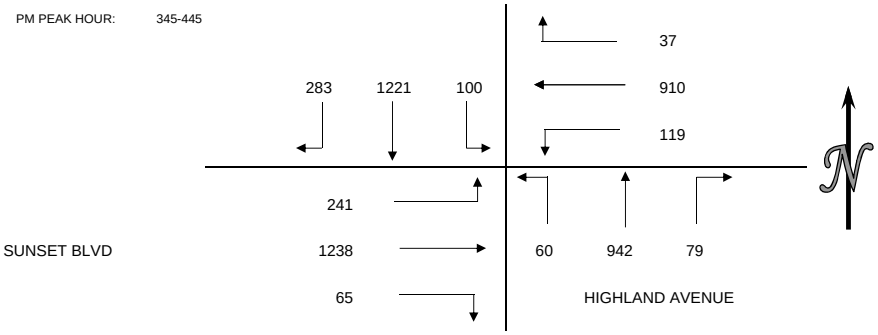
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 27 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	63	294	33	9	212	29	21	233	17	22	286	84	1303
315-330	66	257	13	16	233	43	18	220	10	21	255	81	1233
330-345	68	288	20	12	215	46	15	219	19	23	324	68	1317
345-400	75	321	36	7	258	29	18	227	17	15	278	53	1334
400-415	71	287	16	14	235	34	18	219	6	14	297	52	1263
415-430	70	318	25	7	218	26	21	246	26	18	327	62	1364
430-445	67	295	23	9	199	30	22	250	11	18	336	74	1334
445-500	55	259	24	11	235	40	18	215	14	12	359	63	1305
500-515	44	271	28	6	231	31	19	195	4	12	349	48	1238
515-530	89	306	15	5	237	25	13	179	8	12	368	46	1303
530-545	52	291	17	7	298	47	16	208	2	10	387	59	1394
545-600	53	301	23	12	266	42	21	196	12	24	329	51	1330
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	272	1160	102	44	918	147	72	899	63	81	1143	286	5187
315-415	280	1153	85	49	941	152	69	885	52	73	1154	254	5147
330-430	284	1214	97	40	926	135	72	911	68	70	1226	235	5278
345-445	283	1221	100	37	910	119	79	942	60	65	1238	241	5295
400-500	263	1159	88	41	887	130	79	930	57	62	1319	251	5266
415-515	236	1143	100	33	883	127	80	906	55	60	1371	247	5241
430-530	255	1131	90	31	902	126	72	839	37	54	1412	231	5180
445-545	240	1127	84	29	1001	143	66	797	28	46	1463	216	5240
500-600	238	1169	83	30	1032	145	69	778	26	58	1433	204	5265

PM PEAK HOUR: 345-445



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	93	73	61	143	370
315-330	130	98	86	96	410
330-345	60	59	76	79	274
345-400	35	47	42	44	168
400-415	48	54	27	48	177
415-430	29	29	29	31	118
430-445	37	41	59	58	195
445-500	20	42	40	32	134
500-515	35	47	36	48	166
515-530	44	57	60	53	214
530-545	46	55	68	50	219
545-600	51	59	36	35	181
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	318	277	265	362	1222
315-415	273	258	231	267	1029
330-430	172	189	174	202	737
345-445	149	171	157	181	658
400-500	134	166	155	169	624
415-515	121	159	164	169	613
430-530	136	187	195	191	709
445-545	145	201	204	183	733
500-600	176	218	200	186	780

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	1	3	6	12
315-330	7	2	2	4	15
330-345	4	3	4	5	16
345-400	2	6	7	1	16
400-415	6	2	2	5	15
415-430	5	1	4	2	12
430-445	4	4	3	2	13
445-500	5	2	1	3	11
500-515	7	2	3	1	13
515-530	4	1	4	1	10
530-545	1	1	1	0	3
545-600	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	15	12	16	16	59
315-415	19	13	15	15	62
330-430	17	12	17	13	59
345-445	17	13	16	10	56
400-500	20	9	10	12	51
415-515	21	9	11	8	49
430-530	20	9	11	7	47
445-545	17	6	9	5	37
500-600	12	5	9	2	28

Turning Movement Count Report AM

Location ID: 1
North/South: Las Palmas Avenue
East/West: Sunset Boulevard

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	8	4	1	5	342	4	1	1	2	1	158	4	531
7:15	8	5	0	6	387	3	2	0	0	5	190	4	610
7:30	30	9	9	5	335	4	1	0	1	4	194	4	596
7:45	26	17	2	6	409	7	2	6	0	5	231	4	715
8:00	21	22	4	7	318	4	1	6	2	2	243	12	642
8:15	26	12	1	11	355	3	1	4	0	3	274	13	703
8:30	45	25	3	3	323	7	10	4	4	6	272	15	717
8:45	19	8	7	10	324	7	4	3	0	6	282	20	690
9:00	33	19	3	9	282	6	2	1	2	3	225	17	602
9:15	21	7	3	14	318	2	6	3	1	7	269	13	664
9:30	22	21	3	5	284	8	7	4	0	12	267	9	642
9:45	18	17	4	13	294	3	2	4	0	7	244	15	621

Total Volume:	277	166	40	94	3971	58	39	36	12	61	2849	130	7733
Approach %	57%	34%	8%	2%	96%	1%	45%	41%	14%	2%	94%	4%	

Peak Hr Begin:	7:45												
PHV	118	76	10	27	1405	21	14	20	6	16	1020	44	2777
PHF	0.699			0.861			0.556			0.922			0.968

Turning Movement Count Report PM

Location ID: 1
North/South: Las Palmas Avenue
East/West: Sunset Boulevard

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	13	9	10	12	253	11	8	24	6	8	291	23	668
15:15	14	11	8	11	254	7	12	22	4	7	298	24	672
15:30	17	11	3	24	249	1	13	29	4	16	250	27	644
15:45	15	17	1	24	219	4	15	29	2	17	279	21	643
16:00	17	15	5	22	264	5	8	29	4	13	311	17	710
16:15	20	9	8	26	243	10	13	49	2	5	296	38	719
16:30	14	4	3	24	266	6	10	51	5	4	348	26	761
16:45	11	11	3	31	240	2	5	47	1	13	309	39	712
17:00	10	9	7	30	282	3	11	43	5	7	361	48	816
17:15	26	15	11	31	256	7	9	51	4	6	325	38	779
17:30	13	16	6	34	272	3	4	38	1	4	336	38	765
17:45	13	11	6	22	252	4	6	35	5	3	324	48	729

Total Volume:	183	138	71	291	3050	63	114	447	43	103	3728	387	8618
Approach %	47%	35%	18%	9%	90%	2%	19%	74%	7%	2%	88%	9%	

Peak Hr Begin:	17:00												
PHV	62	51	30	117	1062	17	30	167	15	20	1346	172	3089
PHF	0.688			0.949			0.828			0.924			0.946

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	3	0	0	0	4	2	2	0
7:15	1	1	2	0	6	2	2	1
7:30	6	1	5	0	21	2	0	0
7:45	5	2	7	0	32	0	0	0
8:00	7	2	23	0	20	1	7	0
8:15	18	2	8	0	18	0	8	0
8:30	12	0	14	0	16	0	10	0
8:45	18	1	20	0	24	2	6	2
9:00	10	2	9	0	23	0	5	0
9:15	20	0	11	0	23	2	5	0
9:30	10	3	5	0	12	0	6	1
9:45	14	1	10	0	14	3	4	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	43	1	13	0	36	3	14	0
15:15	70	2	29	0	125	4	2	1
15:30	33	2	11	1	34	6	0	0
15:45	39	1	16	0	53	2	6	0
16:00	28	3	9	0	42	0	7	0
16:15	10	1	8	0	39	4	4	0
16:30	10	0	4	2	28	2	1	0
16:45	19	2	8	0	36	5	12	0
17:00	24	1	15	1	33	3	4	0
17:15	34	0	21	0	20	3	5	0
17:30	31	1	4	0	30	2	5	0
17:45	26	2	18	1	33	2	4	0

WILTEC

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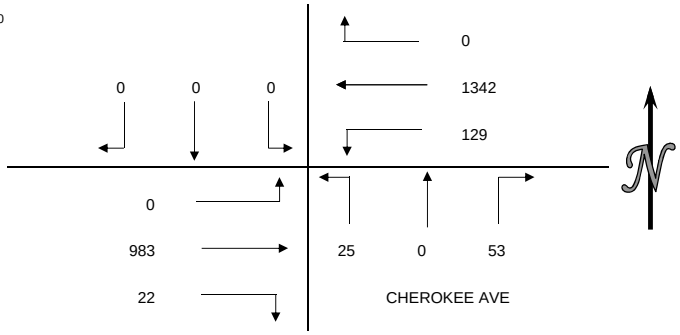
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CHEROKEE AVE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	344	22	7	0	3	3	166	0	545
715-730	0	0	0	0	365	17	8	0	11	2	150	0	553
730-745	0	0	0	0	380	22	6	0	6	4	174	0	592
745-800	0	0	0	0	398	20	13	0	5	1	200	0	637
800-815	0	0	0	0	339	39	12	0	9	4	226	0	629
815-830	0	0	0	0	326	29	15	0	6	8	239	0	623
830-845	0	0	0	0	345	38	18	0	4	4	247	0	656
845-900	0	0	0	0	332	23	8	0	6	6	271	0	646
900-915	0	0	0	0	313	15	18	0	11	1	265	0	623
915-930	0	0	0	0	342	16	19	0	2	1	238	0	618
930-945	0	0	0	0	292	17	11	0	8	8	207	0	543
945-1000	0	0	0	0	306	20	11	0	4	1	240	0	582
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	1487	81	34	0	25	10	690	0	2327
715-815	0	0	0	0	1482	98	39	0	31	11	750	0	2411
730-830	0	0	0	0	1443	110	46	0	26	17	839	0	2481
745-845	0	0	0	0	1408	126	58	0	24	17	912	0	2545
800-900	0	0	0	0	1342	129	53	0	25	22	983	0	2554
815-915	0	0	0	0	1316	105	59	0	27	19	1022	0	2548
830-930	0	0	0	0	1332	92	63	0	23	12	1021	0	2543
845-945	0	0	0	0	1279	71	56	0	27	16	981	0	2430
900-1000	0	0	0	0	1253	68	59	0	25	11	950	0	2366

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	4	0	4
715-730	0	0	11	0	11
730-745	0	4	12	0	16
745-800	0	14	20	0	34
800-815	0	7	13	0	20
815-830	0	8	16	0	24
830-845	0	5	8	0	13
854-900	0	3	22	0	25
900-915	0	7	11	0	18
915-930	0	0	10	0	10
930-945	0	6	16	0	22
945-1000	0	2	10	0	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	18	47	0	65
715-815	0	25	56	0	81
730-830	0	33	61	0	94
745-845	0	34	57	0	91
800-900	0	23	59	0	82
815-915	0	23	57	0	80
830-930	0	15	51	0	66
845-945	0	16	59	0	75
900-1000	0	15	47	0	62

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	0	0	1	0	1
815-830	0	0	2	0	2
830-845	0	0	1	0	1
845-900	0	0	1	0	1
900-915	0	0	2	0	2
915-930	0	0	3	0	3
930-945	0	1	5	0	6
945-1000	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	1	0	3
730-830	0	1	3	0	4
745-845	0	1	4	0	5
800-900	0	0	5	0	5
815-915	0	0	6	0	6
830-930	0	0	7	0	7
845-945	0	1	11	0	12
900-1000	0	1	12	0	13

WILTEC

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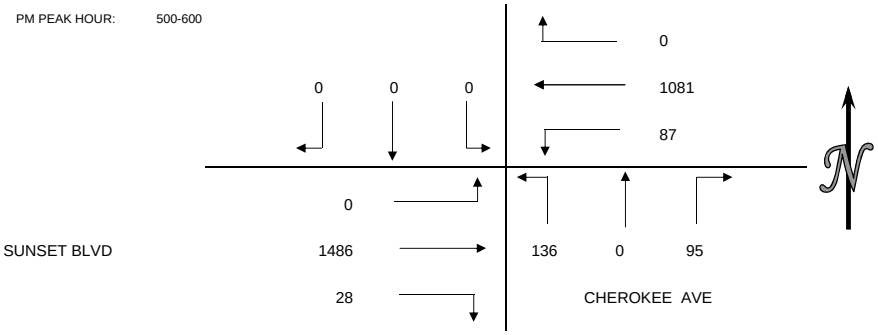
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CHEROKEE AVE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	0	0	0	287	22	16	0	14	7	321	0	667
315-330	0	0	0	0	293	19	21	0	21	9	285	0	648
330-345	0	0	0	0	248	20	28	0	15	9	311	0	631
345-400	0	0	0	0	261	25	27	0	18	6	326	0	663
400-415	0	0	0	0	271	39	18	0	15	5	313	0	661
415-430	0	0	0	0	260	26	23	0	19	9	339	0	676
430-445	0	0	0	0	231	24	30	0	28	8	392	0	713
445-500	0	0	0	0	210	25	25	0	32	9	368	0	669
500-515	0	0	0	0	255	20	20	0	40	11	398	0	744
515-530	0	0	0	0	264	28	20	0	53	5	354	0	724
530-545	0	0	0	0	298	25	25	0	26	6	372	0	752
545-600	0	0	0	0	264	14	30	0	17	6	362	0	693
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	0	0	0	1089	86	92	0	68	31	1243	0	2609
315-415	0	0	0	0	1073	103	94	0	69	29	1235	0	2603
330-430	0	0	0	0	1040	110	96	0	67	29	1289	0	2631
345-445	0	0	0	0	1023	114	98	0	80	28	1370	0	2713
400-500	0	0	0	0	972	114	96	0	94	31	1412	0	2719
415-515	0	0	0	0	956	95	98	0	119	37	1497	0	2802
430-530	0	0	0	0	960	97	95	0	153	33	1512	0	2850
445-545	0	0	0	0	1027	98	90	0	151	31	1492	0	2889
500-600	0	0	0	0	1081	87	95	0	136	28	1486	0	2913

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	5	23	18	46
315-330	0	5	64	22	91
330-345	0	10	48	14	72
345-400	0	5	33	11	49
400-415	0	5	30	7	42
415-430	0	5	27	11	43
430-445	0	2	29	12	43
445-500	0	6	16	10	32
500-515	0	0	5	23	28
515-530	0	6	5	28	39
530-545	0	4	5	9	18
545-600	0	2	24	16	42
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	25	168	65	258
315-415	0	25	175	54	254
330-430	0	25	138	43	206
345-445	0	17	119	41	177
400-500	0	18	102	40	160
415-515	0	13	77	56	146
430-530	0	14	55	73	142
445-545	0	16	31	70	117
500-600	0	12	39	76	127

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	2	0	2
315-330	0	0	4	0	4
330-345	0	0	4	3	7
345-400	0	0	3	0	3
400-415	0	0	4	0	4
415-430	0	0	3	0	3
430-445	0	1	1	3	5
445-500	0	2	3	1	6
500-515	0	0	0	5	5
515-530	0	1	0	0	1
530-545	0	1	0	1	2
545-600	0	7	0	5	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	13	3	16
315-415	0	0	15	3	18
330-430	0	0	14	3	17
345-445	0	1	11	3	15
400-500	0	3	11	4	18
415-515	0	3	7	9	19
430-530	0	4	4	9	17
445-545	0	4	3	7	14
500-600	0	9	0	11	20

WILTEC

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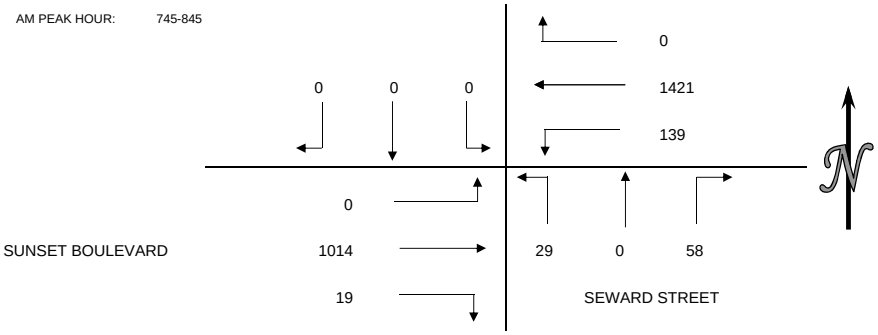
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S SEWARD STREET
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	359	14	7	0	3	3	138	0	524
715-730	0	0	0	0	380	8	10	0	1	1	186	0	586
730-745	0	0	0	0	385	17	18	0	5	0	201	0	626
745-800	0	0	0	0	383	28	15	0	8	5	239	0	678
800-815	0	0	0	0	361	42	20	0	11	5	229	0	668
815-830	0	0	0	0	318	43	9	0	7	6	272	0	655
830-845	0	0	0	0	359	26	14	0	3	3	274	0	679
845-900	0	0	0	0	357	18	19	0	7	2	269	0	672
900-915	0	0	0	0	326	21	29	0	3	6	254	0	639
915-930	0	0	0	0	330	28	29	0	1	7	248	0	643
930-945	0	0	0	0	330	17	23	0	3	0	240	0	613
945-1000	0	0	0	0	310	25	16	0	8	5	248	0	612
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	1507	67	50	0	17	9	764	0	2414
715-815	0	0	0	0	1509	95	63	0	25	11	855	0	2558
730-830	0	0	0	0	1447	130	62	0	31	16	941	0	2627
745-845	0	0	0	0	1421	139	58	0	29	19	1014	0	2680
800-900	0	0	0	0	1395	129	62	0	28	16	1044	0	2674
815-915	0	0	0	0	1360	108	71	0	20	17	1069	0	2645
830-930	0	0	0	0	1372	93	91	0	14	18	1045	0	2633
845-945	0	0	0	0	1343	84	100	0	14	15	1011	0	2567
900-1000	0	0	0	0	1296	91	97	0	15	18	990	0	2507

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	8	8	1	17
715-730	0	0	10	0	10
730-745	0	3	5	0	8
745-800	0	11	15	0	26
800-815	0	10	8	0	18
815-830	0	12	13	0	25
830-845	0	5	23	0	28
854-900	0	10	23	0	33
900-915	0	3	15	0	18
915-930	0	13	17	0	30
930-945	0	8	16	0	24
945-1000	0	17	16	0	33
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	22	38	1	61
715-815	0	24	38	0	62
730-830	0	36	41	0	77
745-845	0	38	59	0	97
800-900	0	37	67	0	104
815-915	0	30	74	0	104
830-930	0	31	78	0	109
845-945	0	34	71	0	105
900-1000	0	41	64	0	105

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	1	0	1
930-945	0	0	3	0	3
945-1000	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	2	0	2
715-815	0	0	2	0	2
730-830	0	0	2	0	2
745-845	0	0	3	0	3
800-900	0	0	2	0	2
815-915	0	0	2	0	2
830-930	0	0	2	0	2
845-945	0	0	4	0	4
900-1000	0	0	7	0	7

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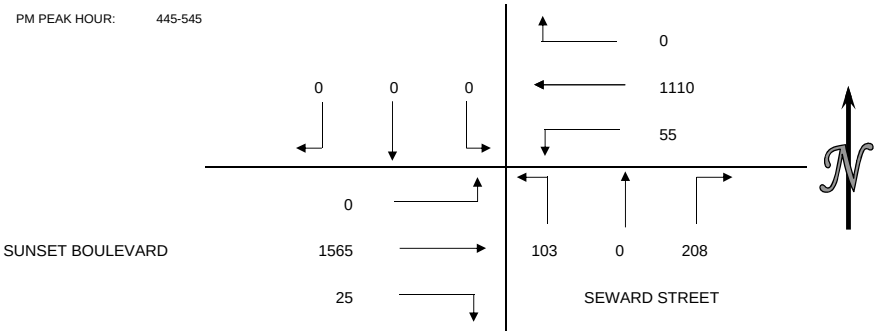
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S SEWARD STREET
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	0	0	0	282	12	37	0	5	8	320	0	664
315-330	0	0	0	0	259	20	38	0	5	3	296	0	621
330-345	0	0	0	0	258	10	36	0	14	5	307	0	630
345-400	0	0	0	0	290	11	25	0	18	3	352	0	699
400-415	0	0	0	0	289	13	36	0	8	11	321	0	678
415-430	0	0	0	0	249	21	49	0	11	8	368	0	706
430-445	0	0	0	0	237	10	43	0	15	9	369	0	683
445-500	0	0	0	0	266	16	46	0	14	5	405	0	752
500-515	0	0	0	0	279	16	51	0	22	8	387	0	763
515-530	0	0	0	0	267	9	47	0	35	10	377	0	745
530-545	0	0	0	0	298	14	64	0	32	2	396	0	806
545-600	0	0	0	0	260	19	44	0	18	5	374	0	720
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	0	0	0	1089	53	136	0	42	19	1275	0	2614
315-415	0	0	0	0	1096	54	135	0	45	22	1276	0	2628
330-430	0	0	0	0	1086	55	146	0	51	27	1348	0	2713
345-445	0	0	0	0	1065	55	153	0	52	31	1410	0	2766
400-500	0	0	0	0	1041	60	174	0	48	33	1463	0	2819
415-515	0	0	0	0	1031	63	189	0	62	30	1529	0	2904
430-530	0	0	0	0	1049	51	187	0	86	32	1538	0	2943
445-545	0	0	0	0	1110	55	208	0	103	25	1565	0	3066
500-600	0	0	0	0	1104	58	206	0	107	25	1534	0	3034

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	6	35	0	41
315-330	0	27	73	0	100
330-345	0	16	51	0	67
345-400	0	7	40	0	47
400-415	0	6	31	0	37
415-430	0	9	35	0	44
430-445	0	10	32	0	42
445-500	0	12	38	0	50
500-515	0	10	25	0	35
515-530	0	2	23	0	25
530-545	0	12	22	0	34
545-600	0	19	22	0	41
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	56	199	0	255
315-415	0	56	195	0	251
330-430	0	38	157	0	195
345-445	0	32	138	0	170
400-500	0	37	136	0	173
415-515	0	41	130	0	171
430-530	0	34	118	0	152
445-545	0	36	108	0	144
500-600	0	43	92	0	135

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	7	0	7
315-330	0	0	5	0	5
330-345	0	1	3	0	4
345-400	0	0	3	0	3
400-415	0	0	3	0	3
415-430	0	0	3	0	3
430-445	0	1	3	0	4
445-500	0	0	7	0	7
500-515	0	0	3	0	3
515-530	0	0	7	0	7
530-545	0	2	1	0	3
545-600	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	1	18	0	19
315-415	0	1	14	0	15
330-430	0	1	12	0	13
345-445	0	1	12	0	13
400-500	0	1	16	0	17
415-515	0	1	16	0	17
430-530	0	1	20	0	21
445-545	0	2	18	0	20
500-600	0	2	12	0	14

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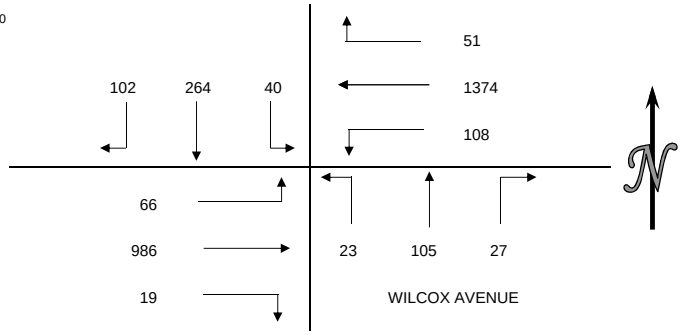
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILCOX AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	10	24	0	2	362	6	5	10	0	1	167	3	590
715-730	15	54	8	10	358	4	3	7	4	2	185	5	655
730-745	18	50	12	7	395	9	4	29	6	5	196	7	738
745-800	29	65	12	9	373	19	12	6	9	5	209	12	760
800-815	18	66	11	6	340	14	5	28	10	6	223	11	738
815-830	18	59	7	10	365	14	1	27	3	2	247	17	770
830-845	32	76	15	28	349	70	14	27	4	5	258	11	889
845-900	34	63	7	7	320	10	7	23	6	6	258	27	768
900-915	29	51	6	7	314	8	10	27	9	9	232	19	721
915-930	28	61	11	11	286	17	9	30	9	7	232	9	710
930-945	36	41	13	17	304	7	11	31	13	12	226	13	724
945-1000	10	24	8	10	334	6	13	26	10	7	224	12	684
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	72	193	32	28	1488	38	24	52	19	13	757	27	2743
715-815	80	235	43	32	1466	46	24	70	29	18	813	35	2891
730-830	83	240	42	32	1473	56	22	90	28	18	875	47	3006
745-845	97	266	45	53	1427	117	32	88	26	18	937	51	3157
800-900	102	264	40	51	1374	108	27	105	23	19	986	66	3165
815-915	113	249	35	52	1348	102	32	104	22	22	995	74	3148
830-930	123	251	39	53	1269	105	40	107	28	27	980	66	3088
845-945	127	216	37	42	1224	42	37	111	37	34	948	68	2923
900-1000	103	177	38	45	1238	38	43	114	41	35	914	53	2839

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	2	4	11	23
715-730	7	1	10	8	26
730-745	17	3	13	4	37
745-800	16	3	15	4	38
800-815	11	0	18	15	44
815-830	17	5	15	8	45
830-845	59	9	23	12	103
854-900	14	2	21	11	48
900-915	26	0	18	9	53
915-930	22	3	26	11	62
930-945	27	1	35	19	82
945-1000	6	1	31	11	49
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	46	9	42	27	124
715-815	51	7	56	31	145
730-830	61	11	61	31	164
745-845	103	17	71	39	230
800-900	101	16	77	46	240
815-915	116	16	77	40	249
830-930	121	14	88	43	266
845-945	89	6	100	50	245
900-1000	81	5	110	50	246

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	1	0	3
715-730	0	1	0	0	1
730-745	0	1	0	0	1
745-800	2	0	0	0	2
800-815	4	0	1	1	6
815-830	3	0	1	1	5
830-845	6	0	4	1	11
845-900	1	0	2	4	7
900-915	0	0	1	3	4
915-930	2	0	3	0	5
930-945	4	0	3	0	7
945-1000	2	0	2	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	2	1	0	7
715-815	6	2	1	1	10
730-830	9	1	2	2	14
745-845	15	0	6	3	24
800-900	14	0	8	7	29
815-915	10	0	8	9	27
830-930	9	0	10	8	27
845-945	7	0	9	7	23
900-1000	8	0	9	4	21

WILTEC

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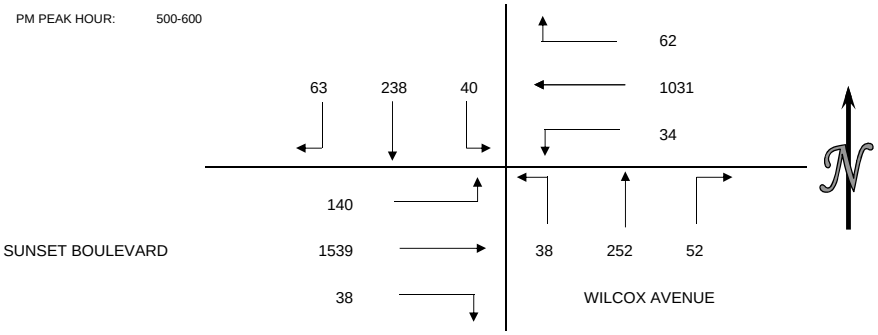
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WILCOX AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	18	38	12	15	265	8	7	64	11	13	303	26	780
315-330	10	49	8	21	298	11	15	51	12	11	311	23	820
330-345	12	65	13	10	236	18	13	56	10	9	328	21	791
345-400	16	58	8	15	256	11	11	64	13	11	300	19	782
400-415	14	56	9	14	270	11	13	62	8	13	342	29	841
415-430	12	65	8	23	238	9	10	65	3	9	355	29	826
430-445	19	61	11	24	249	14	13	64	7	7	387	30	886
445-500	23	56	7	19	268	15	12	47	3	10	387	22	869
500-515	11	65	9	10	269	20	16	64	8	10	370	32	884
515-530	13	58	13	17	238	5	13	63	14	4	389	29	856
530-545	14	61	8	14	279	2	12	72	9	14	380	32	897
545-600	25	54	10	21	245	7	11	53	7	10	400	47	890
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	56	210	41	61	1055	48	46	235	46	44	1242	89	3173
315-415	52	228	38	60	1060	51	52	233	43	44	1281	92	3234
330-430	54	244	38	62	1000	49	47	247	34	42	1325	98	3240
345-445	61	240	36	76	1013	45	47	255	31	40	1384	107	3335
400-500	68	238	35	80	1025	49	48	238	21	39	1471	110	3422
415-515	65	247	35	76	1024	58	51	240	21	36	1499	113	3465
430-530	66	240	40	70	1024	54	54	238	32	31	1533	113	3495
445-545	61	240	37	60	1054	42	53	246	34	38	1526	115	3506
500-600	63	238	40	62	1031	34	52	252	38	38	1539	140	3527

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	51	8	40	25	124
315-330	41	3	51	17	112
330-345	42	5	64	10	121
345-400	26	4	52	36	118
400-415	26	8	41	21	96
415-430	48	14	43	24	129
430-445	41	3	50	19	113
445-500	43	4	40	29	116
500-515	46	11	24	29	110
515-530	40	1	43	20	104
530-545	33	11	44	17	105
545-600	37	3	37	18	95
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	160	20	207	88	475
315-415	135	20	208	84	447
330-430	142	31	200	91	464
345-445	141	29	186	100	456
400-500	158	29	174	93	454
415-515	178	32	157	101	468
430-530	170	19	157	97	443
445-545	162	27	151	95	435
500-600	156	26	148	84	414

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	5	2	8
315-330	3	1	4	0	8
330-345	3	0	5	1	9
345-400	0	1	3	1	5
400-415	4	1	6	1	12
415-430	1	2	2	1	6
430-445	6	0	4	0	10
445-500	2	1	3	2	8
500-515	1	2	3	1	7
515-530	4	0	3	1	8
530-545	6	1	3	5	15
545-600	4	0	6	2	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	7	2	17	4	30
315-415	10	3	18	3	34
330-430	8	4	16	4	32
345-445	11	4	15	3	33
400-500	13	4	15	4	36
415-515	10	5	12	4	31
430-530	13	3	13	4	33
445-545	13	4	12	9	38
500-600	15	3	15	9	42

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

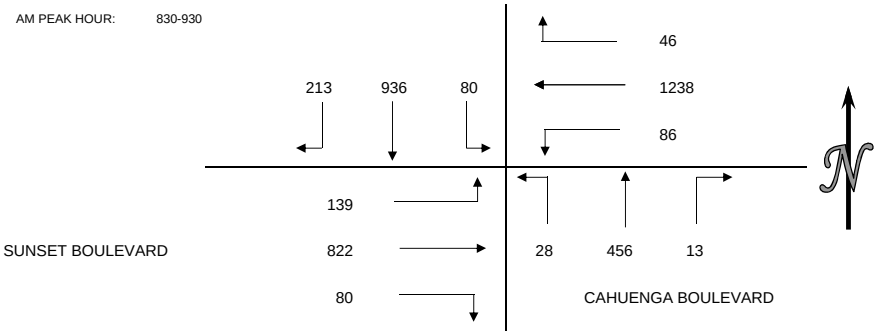
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	44	185	11	3	333	7	1	43	3	2	159	11	802
715-730	57	219	11	4	320	5	1	51	8	3	178	16	873
730-745	60	222	10	4	342	4	0	73	2	7	195	23	942
745-800	62	218	5	4	360	7	0	88	12	8	212	22	998
800-815	53	241	10	4	339	6	2	114	7	18	196	28	1018
815-830	44	207	7	3	321	13	0	132	3	16	212	37	995
830-845	44	247	18	7	348	13	1	133	9	12	198	37	1067
845-900	51	242	12	15	312	20	2	122	5	25	209	32	1047
900-915	37	212	12	11	296	20	3	106	8	25	207	40	977
915-930	81	235	38	13	282	33	7	95	6	18	208	30	1046
930-945	59	216	16	11	262	15	3	113	12	13	216	25	961
945-1000	44	195	11	3	268	7	5	88	11	13	211	23	879
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	223	844	37	15	1355	23	2	255	25	20	744	72	3615
715-815	232	900	36	16	1361	22	3	326	29	36	781	89	3831
730-830	219	888	32	15	1362	30	2	407	24	49	815	110	3953
745-845	203	913	40	18	1368	39	3	467	31	54	818	124	4078
800-900	192	937	47	29	1320	52	5	501	24	71	815	134	4127
815-915	176	908	49	36	1277	66	6	493	25	78	826	146	4086
830-930	213	936	80	46	1238	86	13	456	28	80	822	139	4137
845-945	228	905	78	50	1152	88	15	436	31	81	840	127	4031
900-1000	221	858	77	38	1108	75	18	402	37	69	842	118	3863

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	8	1	10	7	26
715-730	16	0	6	4	26
730-745	20	3	10	5	38
745-800	22	3	17	3	45
800-815	15	1	20	0	36
815-830	22	1	28	5	56
830-845	35	0	34	12	81
854-900	45	3	20	22	90
900-915	33	4	35	29	101
915-930	48	4	31	17	100
930-945	25	1	22	10	58
945-1000	21	2	30	11	64
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	66	7	43	19	135
715-815	73	7	53	12	145
730-830	79	8	75	13	175
745-845	94	5	99	20	218
800-900	117	5	102	39	263
815-915	135	8	117	68	328
830-930	161	11	120	80	372
845-945	151	12	108	78	349
900-1000	127	11	118	67	323

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	2	0	4
715-730	3	0	2	0	5
730-745	3	0	2	0	5
745-800	5	0	1	0	6
800-815	2	0	1	0	3
815-830	2	0	3	0	5
830-845	3	0	5	0	8
845-900	4	0	4	3	11
900-915	5	0	0	2	7
915-930	4	0	1	0	5
930-945	3	0	0	0	3
945-1000	2	1	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	0	7	0	20
715-815	13	0	6	0	19
730-830	12	0	7	0	19
745-845	12	0	10	0	22
800-900	11	0	13	3	27
815-915	14	0	12	5	31
830-930	16	0	10	5	31
845-945	16	0	5	5	26
900-1000	14	1	1	2	18

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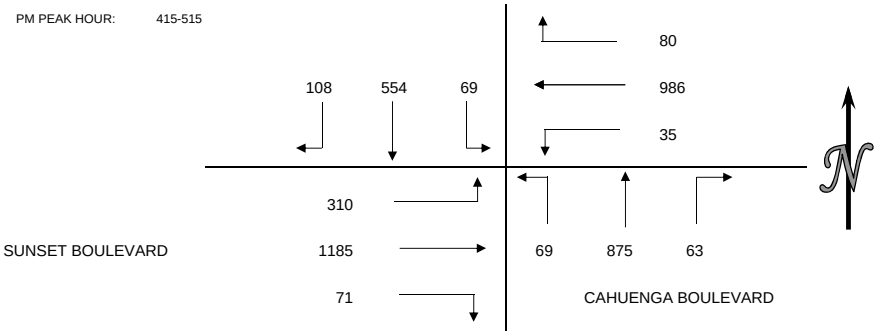
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	27	139	12	17	247	15	14	186	7	9	258	54	985
315-330	33	157	13	17	255	9	10	185	12	9	222	40	962
330-345	26	128	18	24	276	11	8	193	14	22	265	62	1047
345-400	30	152	20	18	247	15	10	187	3	10	287	47	1026
400-415	28	139	17	22	232	11	13	212	6	11	285	52	1028
415-430	24	148	20	22	228	10	15	250	15	13	269	65	1079
430-445	30	132	23	15	271	6	27	243	37	19	296	130	1229
445-500	16	143	13	23	246	11	8	203	5	22	294	66	1050
500-515	38	131	13	20	241	8	13	179	12	17	326	49	1047
515-530	17	135	17	21	248	10	21	162	21	14	326	52	1044
530-545	24	132	22	27	244	7	17	157	14	12	314	55	1025
545-600	38	135	22	25	265	11	14	185	7	9	308	54	1073
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	116	576	63	76	1025	50	42	751	36	50	1032	203	4020
315-415	117	576	68	81	1010	46	41	777	35	52	1059	201	4063
330-430	108	567	75	86	983	47	46	842	38	56	1106	226	4180
345-445	112	571	80	77	978	42	65	892	61	53	1137	294	4362
400-500	98	562	73	82	977	38	63	908	63	65	1144	313	4386
415-515	108	554	69	80	986	35	63	875	69	71	1185	310	4405
430-530	101	541	66	79	1006	35	69	787	75	72	1242	297	4370
445-545	95	541	65	91	979	36	59	701	52	65	1260	222	4166
500-600	117	533	74	93	998	36	65	683	54	52	1274	210	4189

PM PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	51	26	33	18	128
315-330	63	18	57	36	174
330-345	69	23	24	17	133
345-400	54	30	21	11	116
400-415	76	46	8	19	149
415-430	66	31	47	20	164
430-445	57	20	65	50	192
445-500	61	35	31	22	149
500-515	71	19	32	19	141
515-530	67	24	43	24	158
530-545	46	16	37	120	219
545-600	40	24	33	100	197
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	237	97	135	82	551
315-415	262	117	110	83	572
330-430	265	130	100	67	562
345-445	253	127	141	100	621
400-500	260	132	151	111	654
415-515	255	105	175	111	646
430-530	256	98	171	115	640
445-545	245	94	143	185	667
500-600	224	83	145	263	715

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	2	0	0	5
315-330	2	1	0	0	3
330-345	5	0	0	0	5
345-400	5	0	0	3	8
400-415	3	0	0	0	3
415-430	3	0	2	3	8
430-445	4	0	2	0	6
445-500	6	1	2	2	11
500-515	3	0	0	0	3
515-530	5	4	2	0	11
530-545	6	0	1	0	7
545-600	5	0	0	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	15	3	0	3	21
315-415	15	1	0	3	19
330-430	16	0	2	6	24
345-445	15	0	4	6	25
400-500	16	1	6	5	28
415-515	16	1	6	5	28
430-530	18	5	6	2	31
445-545	20	5	5	2	32
500-600	19	4	3	0	26

WILTEC

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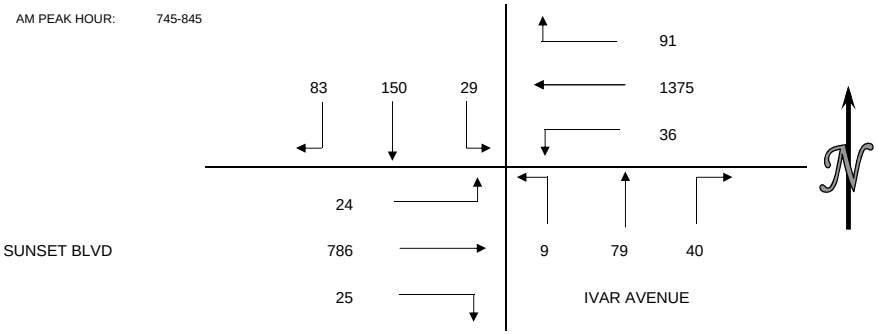
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S IVAR AVENUE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	5	6	9	331	3	11	7	1	3	152	0	535
715-730	6	9	2	6	325	2	6	5	2	2	180	4	549
730-745	14	16	1	9	372	6	9	6	6	3	216	2	660
745-800	24	28	8	21	341	8	11	14	0	7	211	1	674
800-815	16	28	6	14	353	10	7	23	3	7	205	4	676
815-830	18	48	7	28	356	8	9	20	1	7	179	8	689
830-845	25	46	8	28	325	10	13	22	5	4	191	11	688
845-900	28	46	5	15	290	7	9	22	4	10	202	6	644
900-915	20	36	7	14	317	7	9	23	4	3	228	18	686
915-930	20	40	8	14	297	6	12	24	2	6	225	0	654
930-945	9	47	6	4	259	3	9	16	4	3	207	0	567
945-1000	21	40	12	10	247	6	8	11	3	20	209	2	589
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	51	58	17	45	1369	19	37	32	9	15	759	7	2418
715-815	60	81	17	50	1391	26	33	48	11	19	812	11	2559
730-830	72	120	22	72	1422	32	36	63	10	24	811	15	2699
745-845	83	150	29	91	1375	36	40	79	9	25	786	24	2727
800-900	87	168	26	85	1324	35	38	87	13	28	777	29	2697
815-915	91	176	27	85	1288	32	40	87	14	24	800	43	2707
830-930	93	168	28	71	1229	30	43	91	15	23	846	35	2672
845-945	77	169	26	47	1163	23	39	85	14	22	862	24	2551
900-1000	70	163	33	42	1120	22	38	74	13	32	869	20	2496

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	14	2	5	0	21
715-730	5	3	7	1	16
730-745	7	2	15	3	27
745-800	22	13	14	0	49
800-815	23	6	24	0	53
815-830	22	13	17	0	52
830-845	47	14	14	1	76
854-900	39	10	22	1	72
900-915	27	11	19	0	57
915-930	41	9	35	0	85
930-945	29	7	53	1	90
945-1000	35	11	38	3	87
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	48	20	41	4	113
715-815	57	24	60	4	145
730-830	74	34	70	3	181
745-845	114	46	69	1	230
800-900	131	43	77	2	253
815-915	135	48	72	2	257
830-930	154	44	90	2	290
845-945	136	37	129	2	304
900-1000	132	38	145	4	319

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	3	0	1	0	4
745-800	1	0	0	0	1
800-815	2	1	0	0	3
815-830	0	1	0	1	2
830-845	2	0	0	0	2
845-900	4	2	2	0	8
900-915	5	1	1	1	8
915-930	2	0	4	0	6
930-945	2	1	3	1	7
945-1000	4	0	2	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	0	1	1	6
715-815	6	1	1	0	8
730-830	6	2	1	1	10
745-845	5	2	0	1	8
800-900	8	4	2	1	15
815-915	11	4	3	2	20
830-930	13	3	7	1	24
845-945	13	4	10	2	29
900-1000	13	2	10	2	27

WILTEC

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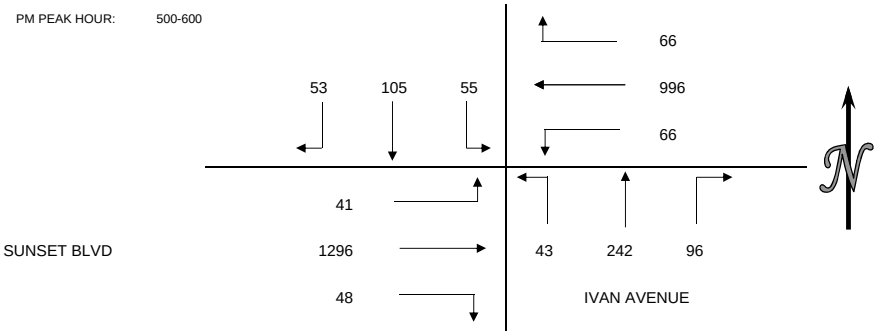
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S IVAR AVENUE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	21	36	24	10	263	17	25	35	12	13	286	7	749
315-330	14	33	9	8	303	15	17	38	9	13	276	12	747
330-345	18	29	15	13	249	25	23	57	11	15	267	7	729
345-400	14	29	16	14	273	20	18	30	5	7	264	8	698
400-415	10	30	9	19	253	26	12	42	6	4	291	7	709
415-430	11	24	19	21	237	16	27	48	11	4	293	8	719
430-445	14	19	19	26	275	13	17	37	7	5	320	7	759
445-500	11	26	13	14	265	19	16	51	12	7	297	8	739
500-515	26	31	13	15	237	13	18	76	6	18	302	4	759
515-530	12	20	14	16	228	24	32	52	8	4	353	4	767
530-545	8	30	14	13	289	21	17	50	9	15	316	13	795
545-600	7	24	14	22	242	8	29	64	20	11	325	20	786
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	67	127	64	45	1088	77	83	160	37	48	1093	34	2923
315-415	56	121	49	54	1078	86	70	167	31	39	1098	34	2883
330-430	53	112	59	67	1012	87	80	177	33	30	1115	30	2855
345-445	49	102	63	80	1038	75	74	157	29	20	1168	30	2885
400-500	46	99	60	80	1030	74	72	178	36	20	1201	30	2926
415-515	62	100	64	76	1014	61	78	212	36	34	1212	27	2976
430-530	63	96	59	71	1005	69	83	216	33	34	1272	23	3024
445-545	57	107	54	58	1019	77	83	229	35	44	1268	29	3060
500-600	53	105	55	66	996	66	96	242	43	48	1296	41	3107

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	57	40	88	8	193
315-330	48	35	84	14	181
330-345	51	33	109	16	209
345-400	60	38	54	3	155
400-415	52	47	64	3	166
415-430	63	32	65	22	182
430-445	50	32	79	6	167
445-500	50	22	61	1	134
500-515	50	24	78	10	162
515-530	46	20	107	50	223
530-545	48	26	106	27	207
545-600	42	41	86	17	186
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	216	146	335	41	738
315-415	211	153	311	36	711
330-430	226	150	292	44	712
345-445	225	149	262	34	670
400-500	215	133	269	32	649
415-515	213	110	283	39	645
430-530	196	98	325	67	686
445-545	194	92	352	88	726
500-600	186	111	377	104	778

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	4	1	3	0	8
315-330	3	2	2	0	7
330-345	9	0	3	1	13
345-400	4	0	4	0	8
400-415	1	0	4	0	5
415-430	2	4	1	0	7
430-445	6	2	4	0	12
445-500	1	0	3	0	4
500-515	1	0	2	0	3
515-530	6	0	5	0	11
530-545	7	0	1	1	9
545-600	4	0	1	1	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	20	3	12	1	36
315-415	17	2	13	1	33
330-430	16	4	12	1	33
345-445	13	6	13	0	32
400-500	10	6	12	0	28
415-515	10	6	10	0	26
430-530	14	2	14	0	30
445-545	15	0	11	1	27
500-600	18	0	9	2	29

Location ID: 20
North/South: Vine St
East/West: Sunset Blvd

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	15	264	16	6	275	20	20	102	13	10	122	4	867
07:15	13	277	5	18	341	29	20	109	15	10	143	1	981
07:30	18	293	5	14	351	30	16	95	22	7	174	5	1030
07:45	23	308	13	11	318	33	25	123	33	19	185	2	1093
08:00	20	306	11	15	336	41	29	135	20	19	184	6	1122
08:15	18	246	9	20	313	45	29	155	34	14	198	5	1086
08:30	28	292	15	23	337	44	32	122	17	24	173	10	1117
08:45	30	258	19	17	306	53	45	166	26	21	206	12	1159
09:00	21	300	16	10	290	38	50	174	22	18	199	12	1150
09:15	33	283	20	16	268	49	53	154	23	23	175	12	1109
09:30	27	311	14	18	277	40	49	156	23	17	198	10	1140
09:45	24	250	17	22	255	49	44	139	29	22	191	12	1054
Total Volume:	270	3388	160	190	3667	471	412	1630	277	204	2148	91	12908
Approach %	7%	89%	4%	4%	85%	11%	18%	70%	12%	8%	88%	4%	
Peak Hr Begin:	8:45												
PHV	111	1152	69	61	1141	180	197	650	94	79	778	46	4558
PHF	0.946			0.919			0.956			0.945			0.983

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	21	200	27	19	271	26	50	203	23	22	268	13	1143
15:15	37	185	29	22	226	37	42	224	25	29	259	19	1134
15:30	40	234	29	21	233	31	59	251	30	18	233	9	1188
15:45	33	224	34	14	256	45	60	240	30	20	256	12	1224
16:00	41	187	28	16	234	38	50	246	21	29	328	13	1231
16:15	30	204	27	25	235	43	53	274	33	20	291	19	1254
16:30	25	227	32	21	232	39	34	284	24	22	276	15	1231
16:45	39	212	26	18	248	29	56	300	27	16	305	14	1290
17:00	34	223	31	25	227	28	55	278	33	14	290	20	1258
17:15	23	236	37	34	280	46	46	251	19	24	280	14	1290
17:30	28	225	26	29	231	50	46	266	15	22	332	27	1297
17:45	32	218	30	14	237	42	47	263	30	25	302	32	1272
Total Volume:	383	2575	356	258	2910	454	598	3080	310	261	3420	207	14812
Approach %	12%	78%	11%	7%	80%	13%	15%	77%	8%	7%	88%	5%	
Peak Hr Begin:	16:45												
PHV	124	896	120	106	986	153	203	1095	94	76	1207	75	5135
PHF	0.963			0.865			0.909			0.891			0.990

	Pedestrians			
Leg:	North	East	South	West
07:00	18	9	20	11
07:15	14	13	17	10
07:30	19	11	21	13
07:45	32	30	27	15
08:00	31	23	30	16
08:15	33	28	39	10
08:30	54	48	42	18
08:45	81	50	71	16
09:00	47	32	60	14
09:15	58	42	54	17
09:30	44	33	50	15
09:45	47	56	46	10

	Bicycle			
Leg:	North	East	South	West
07:00	1	1	0	0
07:15	1	2	1	0
07:30	0	3	0	0
07:45	4	2	3	2
08:00	1	0	1	3
08:15	3	4	1	0
08:30	3	3	0	0
08:45	5	10	2	3
09:00	3	2	0	1
09:15	0	3	0	1
09:30	0	6	0	0
09:45	2	3	1	3

	Pedestrians			
Leg:	North	East	South	West
16:00	102	72	91	31
16:15	82	60	90	34
16:30	113	70	92	36
16:45	105	65	86	27
17:00	89	51	99	49
17:15	90	48	98	35
17:30	82	58	97	33
17:45	76	57	75	47
18:00	82	56	95	53
18:15	78	34	79	42
18:30	69	57	80	35
18:45	69	44	71	38

	Bicycle			
Leg:	North	East	South	West
16:00	3	1	1	9
16:15	4	3	0	4
16:30	2	2	1	3
16:45	2	1	1	2
17:00	6	2	1	4
17:15	4	2	1	5
17:30	4	4	1	2
17:45	0	3	3	1
18:00	3	3	1	4
18:15	5	0	0	1
18:30	4	8	2	6
18:45	2	3	2	5

Location ID: 21
North/South: Argyle Ave
East/West: Sunset Blvd

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	16	0	7	14	293	0	0	0	0	0	135	17	482
07:15	20	0	9	4	370	0	0	0	0	0	161	14	578
07:30	32	0	10	16	356	0	0	0	0	0	186	6	606
07:45	38	0	20	14	327	0	0	0	0	0	207	16	622
08:00	34	0	19	25	361	0	0	0	0	0	192	21	652
08:15	40	0	21	19	348	0	0	0	0	0	216	25	669
08:30	52	0	24	19	349	0	0	0	0	0	189	24	657
08:45	36	0	21	22	322	0	0	0	0	0	219	42	662
09:00	51	0	25	44	299	0	0	0	0	0	225	30	674
09:15	35	0	13	20	307	0	0	0	0	0	211	44	630
09:30	35	0	24	24	307	0	0	0	0	0	229	40	659
09:45	36	0	6	13	284	0	0	0	0	0	212	30	581
Total Volume:	425	0	199	234	3923	0	0	0	0	0	2382	309	7472
Approach %	68%	0%	32%	6%	94%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	89%	11%	
Peak Hr Begin:	8:15												
PHV	179	0	91	104	1318	0	0	0	0	0	849	121	2662
PHF	0.888			0.966			#DIV/0!			0.929			0.987

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	33	0	17	26	268	0	0	0	0	0	291	36	671
15:15	29	0	20	26	281	0	0	0	0	0	304	32	692
15:30	40	0	25	27	248	0	0	0	0	0	293	38	671
15:45	25	0	13	27	284	0	0	0	0	0	301	38	688
16:00	29	0	22	27	247	0	0	0	0	0	367	40	732
16:15	31	0	17	25	273	0	0	0	0	0	295	41	682
16:30	32	0	17	29	265	0	0	0	0	0	329	34	706
16:45	32	0	14	23	282	0	0	0	0	0	367	33	751
17:00	36	0	19	31	243	0	0	0	0	0	302	38	669
17:15	42	0	14	16	310	0	0	0	0	0	333	30	745
17:30	37	0	16	26	258	0	0	0	0	0	344	44	725
17:45	47	0	26	33	254	0	0	0	0	0	340	34	734
Total Volume:	413	0	220	316	3213	0	0	0	0	0	3866	438	8466
Approach %	65%	0%	35%	9%	91%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	90%	10%	
Peak Hr Begin:	16:45												
PHV	147	0	63	96	1093	0	0	0	0	0	1346	145	2890
PHF	0.938			0.912			#DIV/0!			0.932			0.962

	Pedestrians			
Leg:	North	East	South	West
07:00	2	3	0	7
07:15	3	6	0	5
07:30	4	0	0	3
07:45	8	4	0	0
08:00	4	4	0	4
08:15	11	1	0	5
08:30	14	5	0	4
08:45	18	6	0	5
09:00	14	2	0	5
09:15	10	7	0	5
09:30	24	3	0	9
09:45	14	5	0	10

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	1
07:15	0	2	0	0
07:30	0	2	0	0
07:45	0	1	0	0
08:00	0	0	0	0
08:15	1	3	0	0
08:30	0	5	0	0
08:45	1	9	0	1
09:00	0	0	0	0
09:15	0	2	0	0
09:30	1	6	0	0
09:45	1	5	0	3

	Pedestrians			
Leg:	North	East	South	West
16:00	29	21	0	20
16:15	28	11	0	6
16:30	32	5	0	14
16:45	19	12	0	12
17:00	25	8	0	11
17:15	31	9	0	17
17:30	16	7	0	8
17:45	11	7	0	7
18:00	19	6	0	5
18:15	25	7	0	3
18:30	19	5	0	9
18:45	17	6	0	12

	Bicycle			
Leg:	North	East	South	West
16:00	0	1	0	2
16:15	0	3	0	3
16:30	0	1	0	0
16:45	3	3	0	2
17:00	1	2	0	0
17:15	0	1	0	2
17:30	1	3	0	2
17:45	1	2	0	0
18:00	1	4	0	0
18:15	0	1	0	1
18:30	0	2	0	1
18:45	0	0	0	2

Location ID: 22
North/South: Gower St
East/West: Sunset Blvd

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	7	95	11	4	290	15	15	29	3	7	136	6	618
07:15	9	91	11	5	380	31	13	47	6	6	157	6	762
07:30	12	77	9	4	365	29	14	61	11	15	187	8	792
07:45	10	88	9	11	327	33	16	60	9	25	211	14	813
08:00	15	71	15	1	389	46	24	62	6	14	198	8	849
08:15	12	85	11	9	350	43	16	69	8	31	210	13	857
08:30	9	99	22	8	370	38	23	55	6	20	193	13	856
08:45	14	106	11	8	326	36	18	67	4	28	205	14	837
09:00	9	103	17	9	321	39	21	70	9	25	208	15	846
09:15	8	101	26	15	326	32	14	65	10	28	197	9	831
09:30	9	91	27	10	327	19	34	51	6	14	229	15	832
09:45	19	92	16	17	296	32	30	70	7	18	198	20	815
Total Volume:	133	1099	185	101	4067	393	238	706	85	231	2329	141	9708
Approach %	9%	78%	13%	2%	89%	9%	23%	69%	8%	9%	86%	5%	
Peak Hr Begin:	8:00												
PHV	50	361	59	26	1435	163	81	253	24	93	806	48	3399
PHF	0.897			0.931			0.962			0.932			0.992

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	13	78	13	20	311	20	22	94	8	13	314	30	936
15:15	18	100	16	13	276	26	22	101	7	15	281	15	890
15:30	12	99	13	20	270	16	19	112	10	10	321	18	920
15:45	14	89	15	30	329	20	36	106	7	21	320	25	1012
16:00	12	95	14	10	253	20	19	106	14	16	385	18	962
16:15	16	85	14	27	283	17	22	125	11	8	342	18	968
16:30	15	91	16	24	261	15	10	120	10	17	341	20	940
16:45	14	102	20	18	289	18	23	121	11	12	370	26	1024
17:00	15	82	20	20	281	9	20	116	8	14	352	22	959
17:15	23	86	14	28	340	25	15	150	7	8	368	20	1084
17:30	13	93	20	27	300	24	20	132	9	6	410	28	1082
17:45	11	91	15	26	283	15	19	129	9	15	379	24	1016
Total Volume:	176	1091	190	263	3476	225	247	1412	111	155	4183	264	11793
Approach %	12%	75%	13%	7%	88%	6%	14%	80%	6%	3%	91%	6%	
Peak Hr Begin:	16:45												
PHV	65	363	74	93	1210	76	78	519	35	40	1500	96	4149
PHF	0.923			0.877			0.919			0.921			0.957

	Pedestrians			
Leg:	North	East	South	West
07:00	2	8	9	2
07:15	4	4	10	2
07:30	6	6	7	4
07:45	4	9	11	3
08:00	6	3	7	3
08:15	5	12	10	4
08:30	13	14	17	7
08:45	6	17	10	3
09:00	8	23	17	6
09:15	5	22	14	5
09:30	14	17	16	9
09:45	3	30	23	1

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	2	1
07:15	1	1	1	1
07:30	3	0	0	0
07:45	1	0	1	0
08:00	0	0	1	1
08:15	1	1	1	2
08:30	2	0	3	0
08:45	5	3	2	0
09:00	0	1	3	0
09:15	1	1	1	1
09:30	6	0	2	1
09:45	3	0	0	2

	Pedestrians			
Leg:	North	East	South	West
16:00	16	22	33	12
16:15	12	27	40	6
16:30	16	26	27	6
16:45	23	20	28	17
17:00	15	23	20	8
17:15	17	13	26	8
17:30	14	14	27	2
17:45	15	33	21	7
18:00	7	20	24	4
18:15	8	23	16	7
18:30	6	28	24	1
18:45	6	36	20	8

	Bicycle			
Leg:	North	East	South	West
16:00	3	1	6	1
16:15	2	1	3	1
16:30	1	2	5	1
16:45	3	1	3	0
17:00	2	1	7	0
17:15	1	1	2	1
17:30	1	1	5	0
17:45	1	1	1	0
18:00	2	0	6	2
18:15	0	2	1	1
18:30	2	0	4	0
18:45	1	0	8	1

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

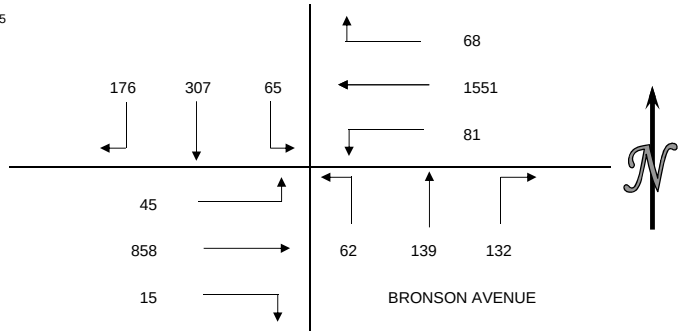
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BRONSON AVENUE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	21	28	11	8	350	14	21	14	4	0	178	12	661
715-730	24	40	15	14	382	28	34	33	15	5	187	11	788
730-745	36	55	9	6	376	24	41	36	15	5	214	11	828
745-800	32	73	16	10	403	26	26	32	3	7	212	10	850
800-815	50	92	14	22	387	21	40	31	20	3	226	8	914
815-830	64	66	17	22	373	16	38	48	27	4	200	14	889
830-845	30	76	18	14	388	18	28	28	12	1	220	13	846
845-900	44	92	21	14	371	28	15	46	2	2	188	17	840
900-915	42	105	24	14	224	26	20	33	7	8	203	16	722
915-930	35	96	23	9	175	13	14	30	3	2	221	12	633
930-945	26	92	15	9	192	17	18	28	4	4	197	16	618
945-1000	28	102	20	8	186	15	23	35	10	5	182	9	623
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	113	196	51	38	1511	92	122	115	37	17	791	44	3127
715-815	142	260	54	52	1548	99	141	132	53	20	839	40	3380
730-830	182	286	56	60	1539	87	145	147	65	19	852	43	3481
745-845	176	307	65	68	1551	81	132	139	62	15	858	45	3499
800-900	188	326	70	72	1519	83	121	153	61	10	834	52	3489
815-915	180	339	80	64	1356	88	101	155	48	15	811	60	3297
830-930	151	369	86	51	1158	85	77	137	24	13	832	58	3041
845-945	147	385	83	46	962	84	67	137	16	16	809	61	2813
900-1000	131	395	82	40	777	71	75	126	24	19	803	53	2596

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	12	13	13	15	53
715-730	22	25	16	20	83
730-745	10	28	12	8	58
745-800	15	11	21	8	55
800-815	14	23	14	3	54
815-830	23	20	23	13	79
830-845	29	18	25	22	94
854-900	27	22	14	7	70
900-915	14	14	19	16	63
915-930	29	12	17	25	83
930-945	18	15	16	13	62
945-1000	18	7	11	14	50
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	59	77	62	51	249
715-815	61	87	63	39	250
730-830	62	82	70	32	246
745-845	81	72	83	46	282
800-900	93	83	76	45	297
815-915	93	74	81	58	306
830-930	99	66	75	70	310
845-945	88	63	66	61	278
900-1000	79	48	63	68	258

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	2	2	1	6
715-730	2	0	1	0	3
730-745	4	1	2	0	7
745-800	0	0	0	0	0
800-815	3	2	4	0	9
815-830	4	3	1	1	9
830-845	4	1	1	0	6
845-900	3	1	3	3	10
900-915	7	1	0	1	9
915-930	1	2	6	0	9
930-945	2	0	2	1	5
945-1000	3	0	3	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	3	5	1	16
715-815	9	3	7	0	19
730-830	11	6	7	1	25
745-845	11	6	6	1	24
800-900	14	7	9	4	34
815-915	18	6	5	5	34
830-930	15	5	10	4	34
845-945	13	4	11	5	33
900-1000	13	3	11	2	29

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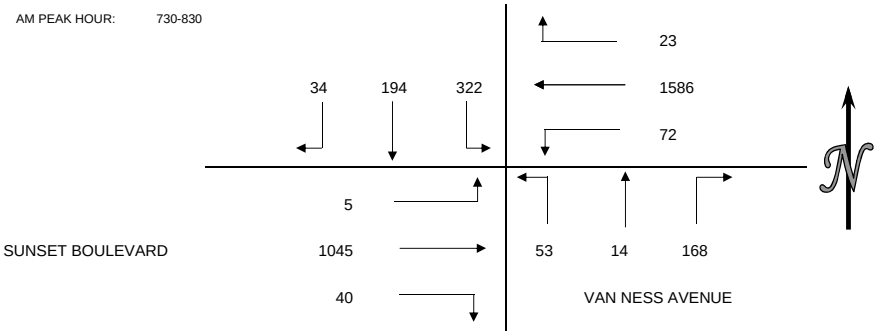
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S VAN NESS AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	42	74	4	400	13	16	2	10	8	202	2	775
715-730	4	39	91	6	354	26	37	5	9	8	221	0	800
730-745	7	41	90	6	394	24	53	3	13	8	281	1	921
745-800	9	46	67	7	413	10	48	4	16	12	253	1	886
800-815	6	51	73	4	392	18	40	3	16	12	276	2	893
815-830	12	56	92	6	387	20	27	4	8	8	235	1	856
830-845	11	80	93	4	385	15	24	1	8	6	260	2	889
845-900	19	79	89	5	363	12	20	6	11	9	246	1	860
900-915	9	75	76	7	263	15	15	4	10	13	230	1	718
915-930	19	58	91	3	211	24	16	4	10	6	218	7	667
930-945	10	67	69	2	207	20	17	6	8	2	245	4	657
945-1000	7	48	71	8	193	29	17	11	8	9	213	1	615
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	22	168	322	23	1561	73	154	14	48	36	957	4	3382
715-815	26	177	321	23	1553	78	178	15	54	40	1031	4	3500
730-830	34	194	322	23	1586	72	168	14	53	40	1045	5	3556
745-845	38	233	325	21	1577	63	139	12	48	38	1024	6	3524
800-900	48	266	347	19	1527	65	111	14	43	35	1017	6	3498
815-915	51	290	350	22	1398	62	86	15	37	36	971	5	3323
830-930	58	292	349	19	1222	66	75	15	39	34	954	11	3134
845-945	57	279	325	17	1044	71	68	20	39	30	939	13	2902
900-1000	45	248	307	20	874	88	65	25	36	30	906	13	2657

AM PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	6	0	8	18
715-730	5	7	6	3	21
730-745	11	0	14	2	27
745-800	5	3	17	1	26
800-815	12	8	12	6	38
815-830	11	0	6	3	20
830-845	5	2	6	4	17
854-900	5	1	3	2	11
900-915	4	1	6	1	12
915-930	3	1	7	0	11
930-945	2	1	3	2	8
945-1000	13	3	3	3	22
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	25	16	37	14	92
715-815	33	18	49	12	112
730-830	39	11	49	12	111
745-845	33	13	41	14	101
800-900	33	11	27	15	86
815-915	25	4	21	10	60
830-930	17	5	22	7	51
845-945	14	4	19	5	42
900-1000	22	6	19	6	53

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	1	0	0	0	1
730-745	1	0	1	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	2	0	0	2	4
900-915	0	0	1	0	1
915-930	1	0	1	0	2
930-945	0	0	0	0	0
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	1	0	4
715-815	2	0	1	0	3
730-830	1	0	1	0	2
745-845	0	0	0	0	0
800-900	2	0	0	2	4
815-915	2	0	1	2	5
830-930	3	0	2	2	7
845-945	3	0	2	2	7
900-1000	1	0	3	0	4

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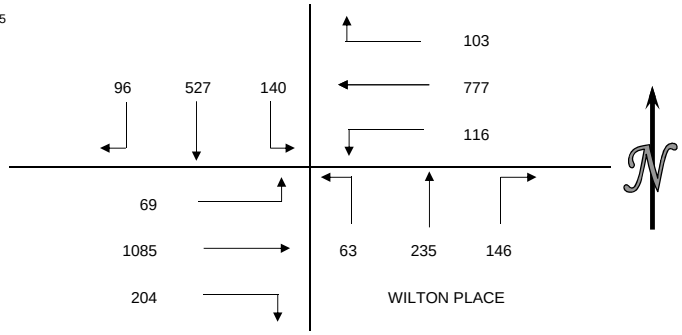
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILTON PLACE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	25	71	25	16	170	11	24	50	6	15	174	8	595
715-730	19	90	43	22	188	28	22	49	12	28	173	14	688
730-745	33	126	33	16	202	23	37	56	21	52	283	12	894
745-800	27	115	38	24	207	31	41	42	18	65	292	18	918
800-815	25	142	45	17	185	28	43	66	19	46	253	18	887
815-830	24	121	30	27	172	24	30	51	11	50	266	17	823
830-845	20	149	27	35	213	33	32	76	15	43	274	16	933
845-900	28	126	38	29	198	38	32	32	18	34	235	12	820
900-915	22	116	29	24	163	34	21	44	8	30	229	10	730
915-930	48	152	40	29	142	24	28	52	9	20	189	19	752
930-945	22	110	26	25	154	31	36	48	10	18	201	13	694
945-1000	13	83	18	27	145	22	29	44	13	24	196	10	624
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	104	402	139	78	767	93	124	197	57	160	922	52	3095
715-815	104	473	159	79	782	110	143	213	70	191	1001	62	3387
730-830	109	504	146	84	766	106	151	215	69	213	1094	65	3522
745-845	96	527	140	103	777	116	146	235	63	204	1085	69	3561
800-900	97	538	140	108	768	123	137	225	63	173	1028	63	3463
815-915	94	512	124	115	746	129	115	203	52	157	1004	55	3306
830-930	118	543	134	117	716	129	113	204	50	127	927	57	3235
845-945	120	504	133	107	657	127	117	176	45	102	854	54	2996
900-1000	105	461	113	105	604	111	114	188	40	92	815	52	2800

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	25	25	19	27	96
715-730	45	32	29	34	140
730-745	56	83	38	43	220
745-800	69	88	79	68	304
800-815	48	50	33	31	162
815-830	32	24	11	13	80
830-845	19	13	15	9	56
854-900	13	7	3	8	31
900-915	13	6	9	7	35
915-930	13	4	5	6	28
930-945	5	4	12	3	24
945-1000	10	7	8	5	30
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	195	228	165	172	760
715-815	218	253	179	176	826
730-830	205	245	161	155	766
745-845	168	175	138	121	602
800-900	112	94	62	61	329
815-915	77	50	38	37	202
830-930	58	30	32	30	150
845-945	44	21	29	24	118
900-1000	41	21	34	21	117

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	2	1	4	11
715-730	3	0	0	2	5
730-745	3	0	1	2	6
745-800	4	2	1	0	7
800-815	3	2	1	1	7
815-830	6	2	2	2	12
830-845	2	0	2	1	5
845-900	1	0	1	0	2
900-915	0	0	1	1	2
915-930	2	3	1	1	7
930-945	5	1	0	0	6
945-1000	4	1	1	1	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	14	4	3	8	29
715-815	13	4	3	5	25
730-830	16	6	5	5	32
745-845	15	6	6	4	31
800-900	12	4	6	4	26
815-915	9	2	6	4	21
830-930	5	3	5	3	16
845-945	8	4	3	2	17
900-1000	11	5	3	3	22

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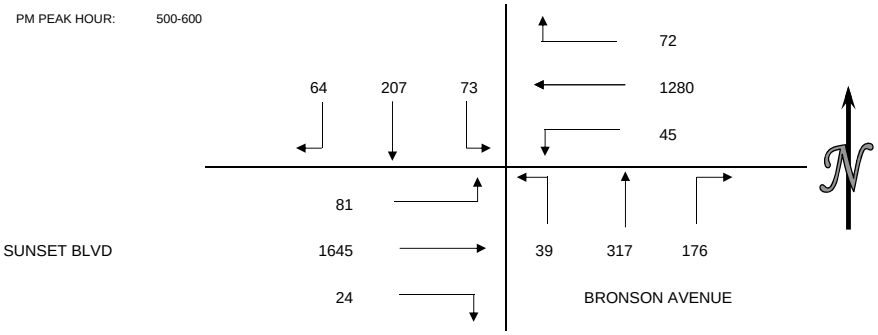
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S BRONSON AVENUE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	21	54	23	19	323	19	49	62	9	3	390	27	999
315-330	19	37	21	15	321	25	30	65	4	6	302	21	866
330-345	16	53	24	17	286	16	39	55	8	8	335	23	880
345-400	32	48	15	32	310	20	50	50	5	6	374	21	963
400-415	18	74	15	15	284	16	46	75	7	3	359	21	933
415-430	14	38	19	19	303	10	38	69	11	5	366	24	916
430-445	14	46	14	15	333	12	31	69	6	7	359	23	929
445-500	22	53	16	22	278	14	31	84	4	9	388	17	938
500-515	15	55	15	17	315	8	34	72	6	6	407	22	972
515-530	17	59	17	19	313	16	35	73	11	7	423	23	1013
530-545	22	58	19	22	320	13	55	97	11	4	410	19	1050
545-600	10	35	22	14	332	8	52	75	11	7	405	17	988
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	88	192	83	83	1240	80	168	232	26	23	1401	92	3708
315-415	85	212	75	79	1201	77	165	245	24	23	1370	86	3642
330-430	80	213	73	83	1183	62	173	249	31	22	1434	89	3692
345-445	78	206	63	81	1230	58	165	263	29	21	1458	89	3741
400-500	68	211	64	71	1198	52	146	297	28	24	1472	85	3716
415-515	65	192	64	73	1229	44	134	294	27	27	1520	86	3755
430-530	68	213	62	73	1239	50	131	298	27	29	1577	85	3852
445-545	76	225	67	80	1226	51	155	326	32	26	1628	81	3973
500-600	64	207	73	72	1280	45	176	317	39	24	1645	81	4023

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	28	48	44	16	136
315-330	12	12	31	22	77
330-345	17	11	35	15	78
345-400	31	9	16	25	81
400-415	20	13	22	19	74
415-430	20	11	25	18	74
430-445	16	6	19	7	48
445-500	19	5	13	21	58
500-515	29	11	28	21	89
515-530	25	10	21	11	67
530-545	24	16	26	15	81
545-600	20	18	35	20	93
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	88	80	126	78	372
315-415	80	45	104	81	310
330-430	88	44	98	77	307
345-445	87	39	82	69	277
400-500	75	35	79	65	254
415-515	84	33	85	67	269
430-530	89	32	81	60	262
445-545	97	42	88	68	295
500-600	98	55	110	67	330

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	7	1	2	1	11
315-330	2	4	4	1	11
330-345	1	2	6	1	10
345-400	1	2	6	1	10
400-415	2	0	6	0	8
415-430	8	1	3	2	14
430-445	2	0	2	1	5
445-500	5	1	2	2	10
500-515	3	2	3	2	10
515-530	4	0	3	3	10
530-545	5	0	4	2	11
545-600	4	0	9	2	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	11	9	18	4	42
315-415	6	8	22	3	39
330-430	12	5	21	4	42
345-445	13	3	17	4	37
400-500	17	2	13	5	37
415-515	18	4	10	7	39
430-530	14	3	10	8	35
445-545	17	3	12	9	41
500-600	16	2	19	9	46

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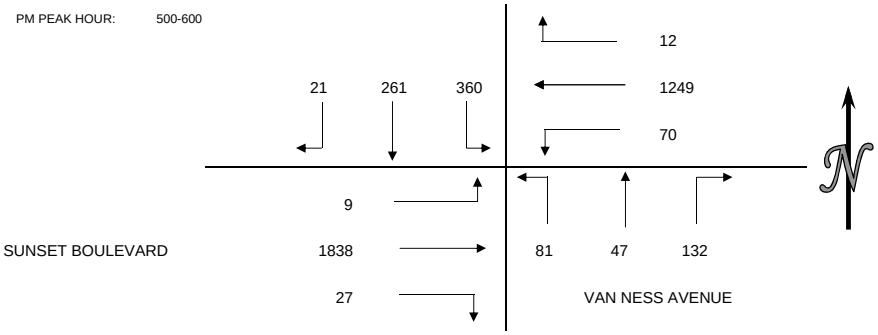
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S VAN NESS AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	6	56	83	4	310	20	61	6	29	12	431	0	1018
315-330	11	50	92	9	337	16	39	6	18	6	371	4	959
330-345	6	46	76	5	324	13	32	4	9	6	403	2	926
345-400	9	61	81	4	308	15	36	6	14	9	403	3	949
400-415	8	48	77	7	289	20	64	9	18	9	402	2	953
415-430	4	65	109	9	316	11	27	10	16	8	386	2	963
430-445	3	49	85	6	307	13	33	13	15	7	424	1	956
445-500	7	71	107	7	297	12	36	10	21	4	411	2	985
500-515	6	59	100	11	300	20	27	16	15	10	420	3	987
515-530	4	62	77	1	307	14	44	8	25	4	463	1	1010
530-545	6	73	88	0	321	17	36	12	14	7	461	3	1038
545-600	5	67	95	0	321	19	25	11	27	6	494	2	1072
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	32	213	332	22	1279	64	168	22	70	33	1608	9	3852
315-415	34	205	326	25	1258	64	171	25	59	30	1579	11	3787
330-430	27	220	343	25	1237	59	159	29	57	32	1594	9	3791
345-445	24	223	352	26	1220	59	160	38	63	33	1615	8	3821
400-500	22	233	378	29	1209	56	160	42	70	28	1623	7	3857
415-515	20	244	401	33	1220	56	123	49	67	29	1641	8	3891
430-530	20	241	369	25	1211	59	140	47	76	25	1718	7	3938
445-545	23	265	372	19	1225	63	143	46	75	25	1755	9	4020
500-600	21	261	360	12	1249	70	132	47	81	27	1838	9	4107

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	4	27	1	34
315-330	1	9	10	11	31
330-345	0	5	21	6	32
345-400	3	4	2	3	12
400-415	0	7	13	3	23
415-430	2	9	18	4	33
430-445	0	6	8	1	15
445-500	1	7	5	1	14
500-515	0	11	14	1	26
515-530	0	1	11	0	12
530-545	0	0	6	5	11
545-600	0	0	8	3	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	6	22	60	21	109
315-415	4	25	46	23	98
330-430	5	25	54	16	100
345-445	5	26	41	11	83
400-500	3	29	44	9	85
415-515	3	33	45	7	88
430-530	1	25	38	3	67
445-545	1	19	36	7	63
500-600	0	12	39	9	60

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	3	0	4
315-330	3	1	7	1	12
330-345	0	1	7	1	9
345-400	0	0	3	0	3
400-415	0	0	5	1	6
415-430	1	1	3	0	5
430-445	0	1	0	0	1
445-500	0	0	1	0	1
500-515	0	0	4	0	4
515-530	0	0	4	1	5
530-545	0	1	4	1	6
545-600	0	0	4	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	3	3	20	2	28
315-415	3	2	22	3	30
330-430	1	2	18	2	23
345-445	1	2	11	1	15
400-500	1	2	9	1	13
415-515	1	2	8	0	11
430-530	0	1	9	1	11
445-545	0	1	13	2	16
500-600	0	1	16	2	19

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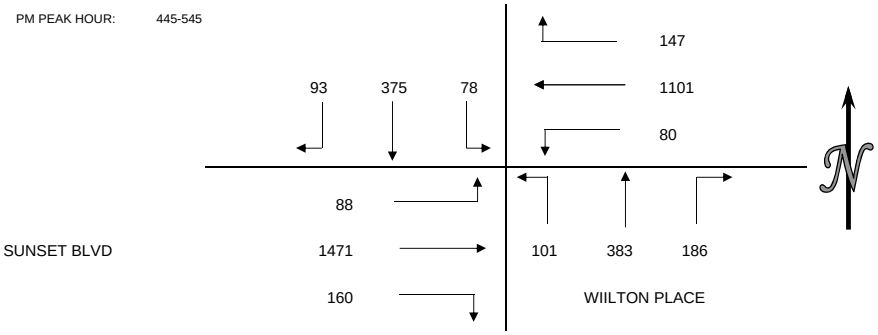
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WIILTON PLACE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	18	79	22	37	197	16	41	66	24	35	320	30	885
315-330	17	91	16	47	243	27	37	71	14	32	343	21	959
330-345	11	96	24	37	210	23	29	89	17	44	369	20	969
345-400	28	93	19	42	227	24	41	72	25	34	327	18	950
400-415	20	104	29	44	258	14	41	82	28	63	360	20	1063
415-430	11	87	17	35	249	21	32	78	16	34	337	16	933
430-445	26	80	19	36	272	23	33	92	17	27	363	20	1008
445-500	22	96	15	36	282	19	50	99	26	41	352	20	1058
500-515	11	83	28	43	272	21	43	94	23	44	343	24	1029
515-530	30	103	18	36	259	22	39	109	24	38	367	23	1068
530-545	30	93	17	32	288	18	54	81	28	37	409	21	1108
545-600	17	81	11	34	248	17	47	96	22	29	393	21	1016
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	74	359	81	163	877	90	148	298	80	145	1359	89	3763
315-415	76	384	88	170	938	88	148	314	84	173	1399	79	3941
330-430	70	380	89	158	944	82	143	321	86	175	1393	74	3915
345-445	85	364	84	157	1006	82	147	324	86	158	1387	74	3954
400-500	79	367	80	151	1061	77	156	351	87	165	1412	76	4062
415-515	70	346	79	150	1075	84	158	363	82	146	1395	80	4028
430-530	89	362	80	151	1085	85	165	394	90	150	1425	87	4163
445-545	93	375	78	147	1101	80	186	383	101	160	1471	88	4263
500-600	88	360	74	145	1067	78	183	380	97	148	1512	89	4221

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	66	91	81	58	296
315-330	32	57	55	42	186
330-345	33	19	16	18	86
345-400	33	25	27	17	102
400-415	27	23	13	18	81
415-430	33	14	13	17	77
430-445	24	14	12	11	61
445-500	32	14	9	18	73
500-515	23	21	20	10	74
515-530	23	23	7	8	61
530-545	35	18	8	8	69
545-600	29	22	8	7	66
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	164	192	179	135	670
315-415	125	124	111	95	455
330-430	126	81	69	70	346
345-445	117	76	65	63	321
400-500	116	65	47	64	292
415-515	112	63	54	56	285
430-530	102	72	48	47	269
445-545	113	76	44	44	277
500-600	110	84	43	33	270

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	3	5	1	10
315-330	4	0	2	2	8
330-345	3	0	2	0	5
345-400	3	1	0	1	5
400-415	2	1	4	3	10
415-430	6	1	4	1	12
430-445	2	1	4	1	8
445-500	4	1	4	3	12
500-515	2	0	2	1	5
515-530	2	0	1	0	3
530-545	2	0	2	1	5
545-600	4	3	1	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	11	4	9	4	28
315-415	12	2	8	6	28
330-430	14	3	10	5	32
345-445	13	4	12	6	35
400-500	14	4	16	8	42
415-515	14	3	14	6	37
430-530	10	2	11	5	28
445-545	10	1	9	5	25
500-600	10	3	6	2	21

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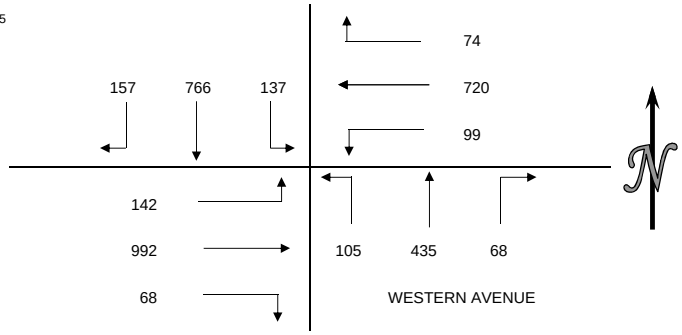
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WESTERN AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	40	139	10	3	117	18	19	77	21	17	164	24	649
715-730	45	165	14	8	151	22	15	109	31	10	223	25	818
730-745	37	187	30	16	160	28	21	100	24	12	240	35	890
745-800	37	165	37	23	199	16	22	121	35	17	261	33	966
800-815	31	200	48	20	188	37	15	113	24	18	234	25	953
815-830	35	213	29	20	154	25	17	103	21	13	247	36	913
830-845	54	188	23	11	179	21	14	98	25	20	250	48	931
845-900	34	203	29	19	163	18	20	93	27	16	219	37	878
900-915	42	175	15	10	120	23	25	106	19	11	197	37	780
915-930	36	213	37	19	136	35	15	106	27	12	226	27	889
930-945	40	176	20	9	106	38	20	125	24	17	216	36	827
945-1000	49	150	28	21	131	24	23	100	25	18	220	23	812
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	159	656	91	50	627	84	77	407	111	56	888	117	3323
715-815	150	717	129	67	698	103	73	443	114	57	958	118	3627
730-830	140	765	144	79	701	106	75	437	104	60	982	129	3722
745-845	157	766	137	74	720	99	68	435	105	68	992	142	3763
800-900	154	804	129	70	684	101	66	407	97	67	950	146	3675
815-915	165	779	96	60	616	87	76	400	92	60	913	158	3502
830-930	166	779	104	59	598	97	74	403	98	59	892	149	3478
845-945	152	767	101	57	525	114	80	430	97	56	858	137	3374
900-1000	167	714	100	59	493	120	83	437	95	58	859	123	3308

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	37	25	5	16	83
715-730	56	34	22	22	134
730-745	54	62	5	11	132
745-800	52	56	5	16	129
800-815	54	52	16	21	143
815-830	45	47	0	8	100
830-845	50	54	9	19	132
854-900	21	38	18	15	92
900-915	21	47	9	32	109
915-930	19	43	10	14	86
930-945	19	45	9	11	84
945-1000	5	48	4	13	70
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	199	177	37	65	478
715-815	216	204	48	70	538
730-830	205	217	26	56	504
745-845	201	209	30	64	504
800-900	170	191	43	63	467
815-915	137	186	36	74	433
830-930	111	182	46	80	419
845-945	80	173	46	72	371
900-1000	64	183	32	70	349

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	2	1	5
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	0	0	1	1
800-815	1	2	0	1	4
815-830	0	1	0	0	1
830-845	0	1	0	1	2
845-900	1	2	0	0	3
900-915	0	2	0	1	3
915-930	0	3	0	1	4
930-945	0	1	0	0	1
945-1000	2	0	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	2	2	2	7
715-815	1	3	0	2	6
730-830	1	4	0	2	7
745-845	1	4	0	3	8
800-900	2	6	0	2	10
815-915	1	6	0	2	9
830-930	1	8	0	3	12
845-945	1	8	0	2	11
900-1000	2	6	0	3	11

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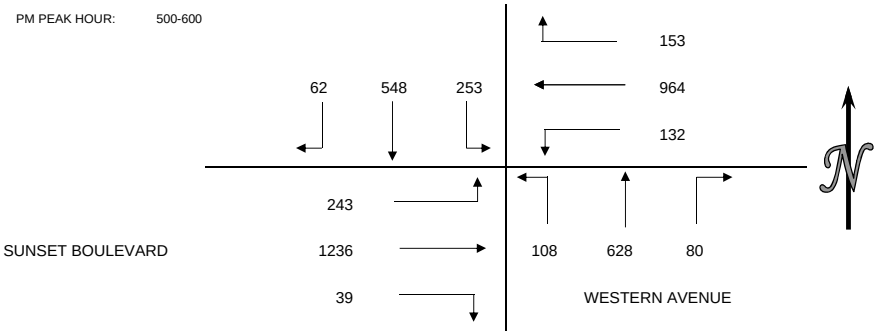
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WESTERN AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	28	114	41	37	255	43	20	136	19	20	288	56	1057
315-330	23	137	37	43	248	37	18	142	31	16	232	55	1019
330-345	19	122	33	43	254	41	28	139	20	24	222	56	1001
345-400	14	146	42	52	235	40	17	148	26	18	255	57	1050
400-415	17	126	42	50	238	45	16	166	25	16	274	61	1076
415-430	27	112	49	48	237	39	8	149	27	8	291	58	1053
430-445	20	148	59	44	239	50	11	165	22	11	292	57	1118
445-500	18	122	67	39	225	41	12	165	21	10	271	56	1047
500-515	15	145	67	44	261	37	17	168	19	12	310	54	1149
515-530	10	149	65	39	272	36	27	146	21	8	282	68	1123
530-545	19	111	58	31	217	34	14	147	37	7	318	67	1060
545-600	18	143	63	39	214	25	22	167	31	12	326	54	1114
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	84	519	153	175	992	161	83	565	96	78	997	224	4127
315-415	73	531	154	188	975	163	79	595	102	74	983	229	4146
330-430	77	506	166	193	964	165	69	602	98	66	1042	232	4180
345-445	78	532	192	194	949	174	52	628	100	53	1112	233	4297
400-500	82	508	217	181	939	175	47	645	95	45	1128	232	4294
415-515	80	527	242	175	962	167	48	647	89	41	1164	225	4367
430-530	63	564	258	166	997	164	67	644	83	41	1155	235	4437
445-545	62	527	257	153	975	148	70	626	98	37	1181	245	4379
500-600	62	548	253	153	964	132	80	628	108	39	1236	243	4446

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	38	44	6	26	114
315-330	61	35	14	25	135
330-345	27	66	26	39	158
345-400	23	44	4	29	100
400-415	9	47	2	31	89
415-430	15	54	1	27	97
430-445	24	50	3	31	108
445-500	12	60	0	20	92
500-515	13	59	0	27	99
515-530	27	37	0	25	89
530-545	13	69	1	18	101
545-600	5	52	0	1	58
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	149	189	50	119	507
315-415	120	192	46	124	482
330-430	74	211	33	126	444
345-445	71	195	10	118	394
400-500	60	211	6	109	386
415-515	64	223	4	105	396
430-530	76	206	3	103	388
445-545	65	225	1	90	381
500-600	58	217	1	71	347

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	2	0	0	3
315-330	1	3	0	0	4
330-345	0	0	0	0	0
345-400	0	1	0	1	2
400-415	1	1	1	2	5
415-430	0	4	0	1	5
430-445	0	2	0	1	3
445-500	0	4	0	0	4
500-515	0	3	0	0	3
515-530	0	2	0	1	3
530-545	0	1	0	0	1
545-600	1	4	0	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	6	0	1	9
315-415	2	5	1	3	11
330-430	1	6	1	4	12
345-445	1	8	1	5	15
400-500	1	11	1	4	17
415-515	0	13	0	2	15
430-530	0	11	0	2	13
445-545	0	10	0	1	11
500-600	1	10	0	1	12

WILTEC

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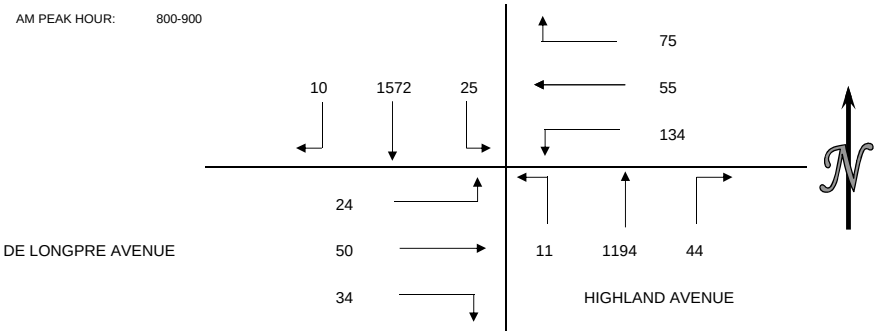
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W DE LONGPRE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	387	3	4	6	14	1	198	4	4	4	5	630
715-730	4	456	5	4	3	18	5	277	2	3	1	1	779
730-745	1	375	2	11	23	18	8	291	3	22	5	5	764
745-800	8	377	1	11	35	28	9	309	13	14	13	5	823
800-815	1	338	6	24	12	54	10	280	2	11	10	10	758
815-830	1	419	6	26	14	26	12	324	3	10	10	2	853
830-845	2	379	5	10	13	31	6	301	2	8	17	8	782
845-900	6	436	8	15	16	23	16	289	4	5	13	4	835
900-915	7	333	5	13	27	23	10	223	7	2	66	5	721
915-930	10	375	0	7	20	20	7	288	12	14	5	6	764
930-945	4	362	52	13	20	28	5	286	4	6	3	9	792
945-1000	7	393	4	11	20	18	13	301	7	6	10	10	800
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	13	1595	11	30	67	78	23	1075	22	43	23	16	2996
715-815	14	1546	14	50	73	118	32	1157	20	50	29	21	3124
730-830	11	1509	15	72	84	126	39	1204	21	57	38	22	3198
745-845	12	1513	18	71	74	139	37	1214	20	43	50	25	3216
800-900	10	1572	25	75	55	134	44	1194	11	34	50	24	3228
815-915	16	1567	24	64	70	103	44	1137	16	25	106	19	3191
830-930	25	1523	18	45	76	97	39	1101	25	29	101	23	3102
845-945	27	1506	65	48	83	94	38	1086	27	27	87	24	3112
900-1000	28	1463	61	44	87	89	35	1098	30	28	84	30	3077

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	7	0	10
715-730	4	2	10	0	16
730-745	14	1	12	0	27
745-800	7	2	14	0	23
800-815	7	0	11	0	18
815-830	8	2	10	0	20
830-845	11	4	8	0	23
854-900	15	7	5	0	27
900-915	11	3	2	0	16
915-930	11	7	14	0	32
930-945	5	1	6	0	12
945-1000	11	1	6	0	18
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	28	5	43	0	76
715-815	32	5	47	0	84
730-830	36	5	47	0	88
745-845	33	8	43	0	84
800-900	41	13	34	0	88
815-915	45	16	25	0	86
830-930	48	21	29	0	98
845-945	42	18	27	0	87
900-1000	38	12	28	0	78

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	0	0	2	0	2
730-745	1	0	2	0	3
745-800	0	0	0	0	0
800-815	1	1	2	0	4
815-830	1	0	2	0	3
830-845	2	1	1	0	4
845-900	1	0	3	0	4
900-915	0	0	1	0	1
915-930	0	2	3	0	5
930-945	0	1	3	0	4
945-1000	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	4	0	7
715-815	2	1	6	0	9
730-830	3	1	6	0	10
745-845	4	2	5	0	11
800-900	5	2	8	0	15
815-915	4	1	7	0	12
830-930	3	3	8	0	14
845-945	1	3	10	0	14
900-1000	0	3	10	0	13

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

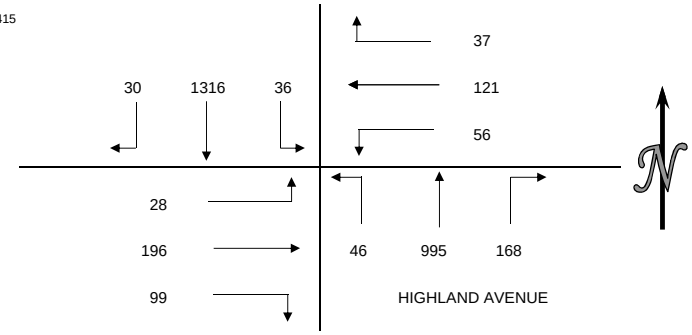
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W DE LONGPRE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	9	319	12	17	20	23	31	251	12	24	39	3	760
315-330	8	330	11	13	19	15	46	257	11	31	47	5	793
330-345	10	319	7	7	36	9	42	256	12	26	66	13	803
345-400	8	309	7	10	35	10	40	262	6	21	43	5	756
400-415	4	358	11	7	31	22	40	220	17	21	40	5	776
415-430	8	335	8	8	21	13	31	287	9	13	41	7	781
430-445	5	320	5	13	24	12	48	220	10	11	53	9	730
445-500	4	318	7	7	22	11	46	243	9	18	46	11	742
500-515	10	312	4	9	23	18	43	209	11	18	36	6	699
515-530	9	336	7	8	36	14	40	185	8	12	54	8	717
530-545	7	292	6	5	33	10	45	195	6	16	53	10	678
545-600	14	290	5	9	26	6	46	217	14	19	46	8	700
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	35	1277	37	47	110	57	159	1026	41	102	195	26	3112
315-415	30	1316	36	37	121	56	168	995	46	99	196	28	3128
330-430	30	1321	33	32	123	54	153	1025	44	81	190	30	3116
345-445	25	1322	31	38	111	57	159	989	42	66	177	26	3043
400-500	21	1331	31	35	98	58	165	970	45	63	180	32	3029
415-515	27	1285	24	37	90	54	168	959	39	60	176	33	2952
430-530	28	1286	23	37	105	55	177	857	38	59	189	34	2888
445-545	30	1258	24	29	114	53	174	832	34	64	189	35	2836
500-600	40	1230	22	31	118	48	174	806	39	65	189	32	2794

PM PEAK HOUR: 315-415



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	20	4	24	0	48
315-330	24	4	31	0	59
330-345	14	4	26	0	44
345-400	21	2	21	0	44
400-415	16	10	21	0	47
415-430	15	5	13	0	33
430-445	11	6	11	0	28
445-500	16	3	18	0	37
500-515	17	3	18	0	38
515-530	17	5	12	0	34
530-545	16	4	16	0	36
545-600	13	2	19	0	34
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	79	14	102	0	195
315-415	75	20	99	0	194
330-430	66	21	81	0	168
345-445	63	23	66	0	152
400-500	58	24	63	0	145
415-515	59	17	60	0	136
430-530	61	17	59	0	137
445-545	66	15	64	0	145
500-600	63	14	65	0	142

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	2	0	3
315-330	4	1	4	0	9
330-345	3	0	3	0	6
345-400	0	0	5	0	5
400-415	0	0	2	0	2
415-430	1	1	1	0	3
430-445	0	0	0	0	0
445-500	2	0	2	0	4
500-515	2	2	0	0	4
515-530	1	1	0	0	2
530-545	1	0	1	0	2
545-600	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	8	1	14	0	23
315-415	7	1	14	0	22
330-430	4	1	11	0	16
345-445	1	1	8	0	10
400-500	3	1	5	0	9
415-515	5	3	3	0	11
430-530	5	3	2	0	10
445-545	6	3	3	0	12
500-600	5	3	2	0	10

WILTEC

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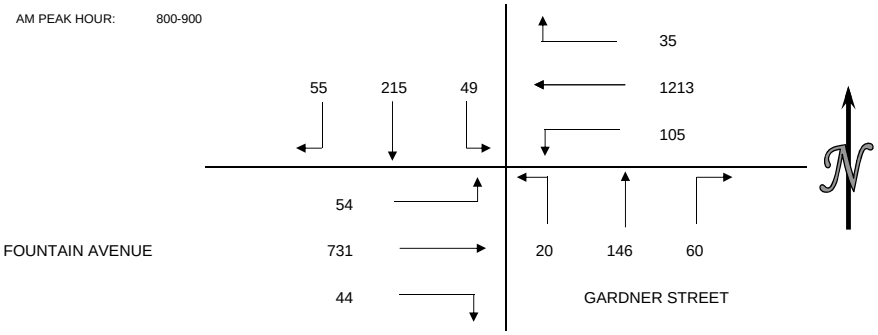
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		THURSDAY MAY 21 2015
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	GARDNER STREET
	E/W	FOUNTAIN AVENUE
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	5	12	6	1	250	10	5	5	2	0	68	8	372
715-730	8	25	4	3	287	9	6	11	4	2	99	5	463
730-745	23	30	7	2	324	14	8	19	2	3	101	11	544
745-800	14	33	12	9	297	23	16	25	8	5	143	5	590
800-815	10	40	13	12	303	30	13	42	6	5	184	14	672
815-830	12	55	14	13	322	26	2	35	7	7	183	15	691
830-845	16	58	14	3	304	28	21	38	0	15	192	12	701
845-900	17	62	8	7	284	21	24	31	7	17	172	13	663
900-915	15	53	9	11	292	24	12	36	4	8	150	18	632
915-930	17	52	7	7	280	27	11	28	8	11	193	8	649
930-945	8	52	8	9	278	22	19	40	9	12	175	9	641
945-1000	9	40	9	7	290	19	11	51	7	7	207	19	676
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	50	100	29	15	1158	56	35	60	16	10	411	29	1969
715-815	55	128	36	26	1211	76	43	97	20	15	527	35	2269
730-830	59	158	46	36	1246	93	39	121	23	20	611	45	2497
745-845	52	186	53	37	1226	107	52	140	21	32	702	46	2654
800-900	55	215	49	35	1213	105	60	146	20	44	731	54	2727
815-915	60	228	45	34	1202	99	59	140	18	47	697	58	2687
830-930	65	225	38	28	1160	100	68	133	19	51	707	51	2645
845-945	57	219	32	34	1134	94	66	135	28	48	690	48	2585
900-1000	49	197	33	34	1140	92	53	155	28	38	725	54	2598

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	2	0	3	8
715-730	0	3	1	1	5
730-745	2	2	0	3	7
745-800	5	4	1	2	12
800-815	5	3	1	1	10
815-830	3	9	5	4	21
830-845	1	6	4	0	11
854-900	2	2	2	0	6
900-915	4	4	1	0	9
915-930	2	4	6	2	14
930-945	0	2	6	1	9
945-1000	2	5	2	0	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	11	2	9	32
715-815	12	12	3	7	34
730-830	15	18	7	10	50
745-845	14	22	11	7	54
800-900	11	20	12	5	48
815-915	10	21	12	4	47
830-930	9	16	13	2	40
845-945	8	12	15	3	38
900-1000	8	15	15	3	41

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	2	1	4
715-730	2	0	1	0	3
730-745	2	0	1	1	4
745-800	0	0	1	2	3
800-815	0	0	0	2	2
815-830	2	6	1	2	11
830-845	2	1	0	0	3
845-900	1	1	2	0	4
900-915	3	0	3	0	6
915-930	1	1	1	3	6
930-945	1	0	0	0	1
945-1000	1	3	1	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	0	5	4	14
715-815	4	0	3	5	12
730-830	4	6	3	7	20
745-845	4	7	2	6	19
800-900	5	8	3	4	20
815-915	8	8	6	2	24
830-930	7	3	6	3	19
845-945	6	2	6	3	17
900-1000	6	4	5	3	18

WILTEC

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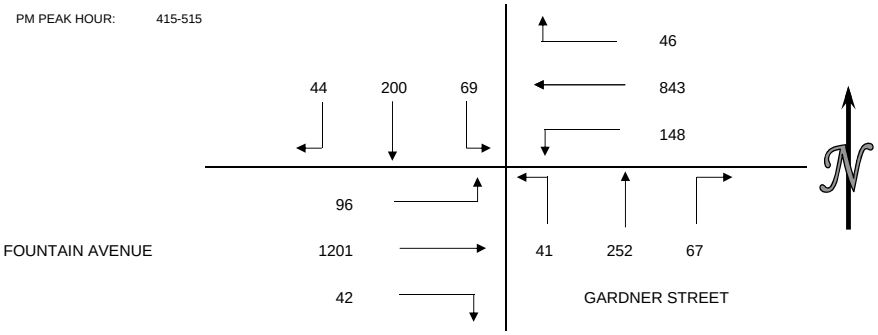
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00PM TO 6:00PM
INTERSECTION: N/S GARDNER STREET
E/W FOUNTAIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	16	43	14	9	215	22	23	60	14	11	203	14	644
315-330	9	55	17	9	181	32	22	76	8	5	245	19	678
330-345	5	52	18	14	219	29	19	43	11	11	238	18	677
345-400	9	45	13	12	207	25	16	66	10	7	242	26	678
400-415	7	60	6	5	185	26	13	41	6	11	265	25	650
415-430	8	51	16	12	198	30	18	65	6	10	289	16	719
430-445	12	34	10	5	208	42	17	61	6	8	306	29	738
445-500	7	40	15	10	215	34	23	59	15	13	325	20	776
500-515	17	75	28	19	222	42	9	67	14	11	281	31	816
515-530	3	15	8	7	253	14	28	71	10	13	269	22	713
530-545	6	21	8	10	217	12	27	68	14	14	294	32	723
545-600	8	44	6	13	183	21	8	66	9	23	250	29	660
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	39	195	62	44	822	108	80	245	43	34	928	77	2677
315-415	30	212	54	40	792	112	70	226	35	34	990	88	2683
330-430	29	208	53	43	809	110	66	215	33	39	1034	85	2724
345-445	36	190	45	34	798	123	64	233	28	36	1102	96	2785
400-500	34	185	47	32	806	132	71	226	33	42	1185	90	2883
415-515	44	200	69	46	843	148	67	252	41	42	1201	96	3049
430-530	39	164	61	41	898	132	77	258	45	45	1181	102	3043
445-545	33	151	59	46	907	102	87	265	53	51	1169	105	3028
500-600	34	155	50	49	875	89	72	272	47	61	1094	114	2912

PM PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	7	2	1	2	12
315-330	3	1	1	0	5
330-345	3	2	5	2	12
345-400	6	4	7	8	25
400-415	5	7	3	3	18
415-430	1	1	3	5	10
430-445	6	3	8	7	24
445-500	4	6	9	5	24
500-515	4	4	17	8	33
515-530	3	3	10	7	23
530-545	3	2	2	6	13
545-600	4	3	8	8	23
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	19	9	14	12	54
315-415	17	14	16	13	60
330-430	15	14	18	18	65
345-445	18	15	21	23	77
400-500	16	17	23	20	76
415-515	15	14	37	25	91
430-530	17	16	44	27	104
445-545	14	15	38	26	93
500-600	14	12	37	29	92

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	1	2	1	6
315-330	3	0	0	0	3
330-345	0	0	0	0	0
345-400	0	2	1	0	3
400-415	1	3	0	0	4
415-430	0	0	0	0	0
430-445	0	0	2	1	3
445-500	1	1	2	0	4
500-515	5	1	1	0	7
515-530	1	1	1	0	3
530-545	1	1	2	2	6
545-600	2	0	1	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	5	3	3	1	12
315-415	4	5	1	0	10
330-430	1	5	1	0	7
345-445	1	5	3	1	10
400-500	2	4	4	1	11
415-515	6	2	5	1	14
430-530	7	3	6	1	17
445-545	8	4	6	2	20
500-600	9	3	5	2	19

Location ID: 79
North/South: La Brea Avenue
East/West: Fountain Avenue

Date: 01/27/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	74	154	3	2	146	13	9	122	20	20	53	21	637
07:15	73	177	2	3	182	16	6	113	14	32	77	18	713
07:30	70	209	11	4	189	29	6	177	19	31	109	15	869
07:45	64	224	9	6	175	26	8	216	26	46	115	29	944
08:00	58	228	13	3	189	24	12	207	23	23	124	35	939
08:15	57	238	13	2	205	24	12	216	28	29	145	28	997
08:30	49	195	8	5	161	15	8	190	21	26	155	37	870
08:45	50	254	8	8	185	17	12	197	24	40	157	31	983
09:00	50	183	9	9	169	22	13	223	28	38	116	37	897
09:15	43	196	11	4	178	15	11	186	24	24	137	34	863
09:30	37	231	9	6	162	21	9	195	22	28	138	28	886
09:45	46	204	10	4	134	22	10	178	16	24	118	28	794
Total Volume:	671	2493	106	56	2075	244	116	2220	265	361	1444	341	10392
Approach %	21%	76%	3%	2%	87%	10%	4%	85%	10%	17%	67%	16%	
Peak Hr Begin:	8:00												
PHV	214	915	42	18	740	80	44	810	96	118	581	131	3789
PHF	0.938			0.907			0.928			0.910			0.950

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	27	205	12	7	123	16	16	231	21	21	168	28	875
15:15	35	209	11	10	138	15	14	205	23	28	199	23	910
15:30	24	221	15	8	151	23	23	222	34	30	204	37	992
15:45	42	206	13	9	143	27	18	229	19	19	187	29	941
16:00	43	231	9	11	159	39	24	243	28	24	203	39	1053
16:15	41	238	14	8	163	28	15	231	37	28	159	45	1007
16:30	36	219	12	13	141	29	13	269	22	23	189	43	1009
16:45	33	248	18	7	157	24	21	234	38	22	197	51	1050
17:00	24	224	24	12	189	24	17	225	42	22	211	43	1057
17:15	28	226	19	14	157	38	24	237	24	35	178	28	1008
17:30	31	218	22	10	134	31	23	251	28	17	181	31	977
17:45	30	234	21	11	152	24	25	218	29	27	189	28	988
Total Volume:	394	2679	190	120	1807	318	233	2795	345	296	2265	425	11867
Approach %	12%	82%	6%	5%	80%	14%	7%	83%	10%	10%	76%	14%	
Peak Hr Begin:	16:30												
PHV	121	917	73	46	644	115	75	965	126	102	775	165	4124
PHF	0.929			0.894			0.959			0.944			0.975

	Pedestrians			
Leg:	North	East	South	West
07:00	0	1	1	0
07:15	1	2	0	0
07:30	1	1	2	1
07:45	0	4	1	0
08:00	0	1	0	2
08:15	1	1	5	1
08:30	0	3	0	1
08:45	0	0	1	4
09:00	0	4	1	1
09:15	0	2	1	0
09:30	1	0	0	2
09:45	0	2	0	1

	Bicycle			
Leg:	North	East	South	West
07:00	0	2	0	0
07:15	0	1	0	0
07:30	1	0	0	1
07:45	0	0	0	1
08:00	0	1	1	1
08:15	0	2	0	0
08:30	0	0	0	2
08:45	0	1	0	0
09:00	0	1	0	0
09:15	0	0	0	1
09:30	0	1	0	0
09:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	2	4	0	4
15:15	1	9	1	1
15:30	1	4	2	1
15:45	0	7	2	3
16:00	3	5	1	1
16:15	1	2	4	5
16:30	0	4	2	2
16:45	2	0	5	4
17:00	1	2	1	1
17:15	0	1	2	6
17:30	2	0	0	1
17:45	1	3	0	0

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	0
15:15	0	0	0	0
15:30	0	1	0	0
15:45	0	3	1	0
16:00	1	0	0	0
16:15	0	1	0	1
16:30	0	3	0	0
16:45	1	0	0	1
17:00	0	1	0	0
17:15	0	1	0	0
17:30	0	0	0	0
17:45	0	0	0	0

Location ID: 80
North/South: Highland Avenue
East/West: Fountain Avenue

Date: 02/12/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	105	308	1	4	63	6	2	223	6	7	33	19	777
07:15	99	342	1	5	78	16	3	246	5	15	28	27	865
07:30	71	310	2	9	98	14	6	289	15	15	60	41	930
07:45	93	317	5	9	117	23	10	261	4	20	51	49	959
08:00	62	323	4	8	104	19	15	276	10	18	77	48	964
08:15	58	363	6	4	95	17	17	312	9	23	80	46	1030
08:30	66	339	9	9	118	19	9	319	11	13	88	48	1048
08:45	48	349	5	7	100	16	12	282	11	26	109	38	1003
09:00	41	395	8	6	100	16	9	251	14	16	101	38	995
09:15	48	302	6	7	110	21	9	264	10	20	71	39	907
09:30	48	321	3	10	121	15	6	292	14	22	99	46	997
09:45	56	327	4	6	113	11	10	265	14	14	97	40	957
Total Volume:	795	3996	54	84	1217	193	108	3280	123	209	894	479	11432
Approach %	16%	82%	1%	6%	81%	13%	3%	93%	4%	13%	57%	30%	
Peak Hr Begin:	8:15												
PHV	213	1446	28	26	413	68	47	1164	45	78	378	170	4076
PHF	0.950			0.868			0.926			0.905			0.972

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	39	287	1	8	108	14	33	235	11	12	116	40	904
15:15	52	304	16	6	89	21	33	258	17	17	87	43	943
15:30	45	291	9	9	95	12	24	170	15	18	105	30	823
15:45	43	305	11	6	112	15	19	170	11	17	112	37	858
16:00	44	287	12	3	101	11	20	119	15	14	114	25	765
16:15	46	289	11	6	95	8	11	168	5	12	110	29	790
16:30	41	276	8	8	109	7	15	178	9	17	123	35	826
16:45	44	341	7	6	90	15	21	224	8	14	102	39	911
17:00	40	295	3	14	112	10	6	224	8	21	122	43	898
17:15	46	315	7	7	101	10	11	252	11	17	113	39	929
17:30	40	333	6	9	115	8	26	223	16	22	114	31	943
17:45	47	305	11	13	97	9	14	228	14	7	107	41	893
Total Volume:	527	3628	102	95	1224	140	233	2449	140	188	1325	432	10483
Approach %	12%	85%	2%	7%	84%	10%	8%	87%	5%	10%	68%	22%	
Peak Hr Begin:	16:45												
PHV	170	1284	23	36	418	43	64	923	43	74	451	152	3681
PHF	0.942			0.914			0.940			0.910			0.976

	Pedestrians			
Leg:	North	East	South	West
07:00	5	2	3	17
07:15	3	5	8	12
07:30	2	9	5	9
07:45	6	8	8	15
08:00	5	11	8	11
08:15	5	9	18	14
08:30	5	12	15	13
08:45	6	6	10	7
09:00	0	8	14	5
09:15	6	4	10	9
09:30	4	9	6	3
09:45	2	3	2	7

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	1	0
07:30	0	0	1	0
07:45	0	0	1	0
08:00	0	0	0	0
08:15	0	1	0	0
08:30	0	0	0	0
08:45	0	0	1	0
09:00	0	0	0	0
09:15	0	1	1	0
09:30	0	0	1	0
09:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	2	2	16	10
15:15	7	5	12	39
15:30	6	3	18	18
15:45	3	8	18	33
16:00	8	12	10	14
16:15	7	18	13	25
16:30	9	11	13	17
16:45	7	7	12	17
17:00	9	9	13	14
17:15	9	11	10	13
17:30	8	6	10	28
17:45	5	6	13	14

	Bicycle			
Leg:	North	East	South	West
15:00	0	1	2	0
15:15	1	0	1	0
15:30	0	0	2	0
15:45	0	0	1	0
16:00	0	0	0	0
16:15	0	0	0	0
16:30	0	0	2	0
16:45	0	0	3	0
17:00	0	1	1	0
17:15	0	0	0	0
17:30	2	0	4	0
17:45	0	0	5	0

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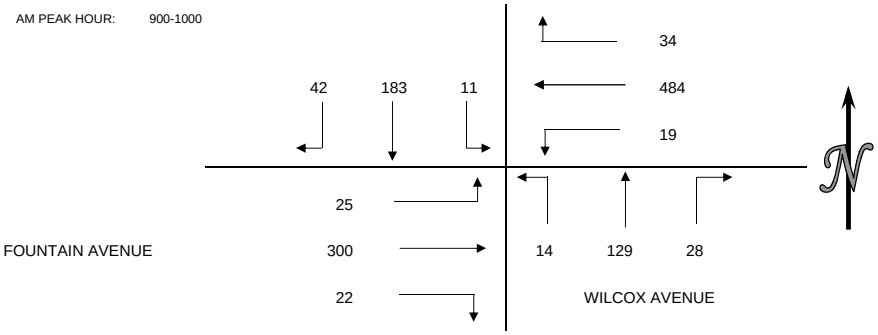
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILCOX AVENUE
E/W FOUNTAIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	8	20	3	2	57	3	2	3	1	2	35	1	137
715-730	14	27	4	3	79	4	2	11	2	2	38	4	190
730-745	17	29	1	5	99	2	6	21	1	7	59	3	250
745-800	11	29	3	7	112	5	4	30	4	5	58	4	272
800-815	7	58	7	7	131	7	2	30	3	3	62	4	321
815-830	19	53	4	6	101	7	2	32	2	2	70	5	303
830-845	12	53	3	4	114	5	0	28	1	13	70	6	309
845-900	12	40	2	10	107	7	7	33	3	9	74	13	317
900-915	13	43	2	10	114	6	7	33	3	3	70	7	311
915-930	10	47	4	8	121	1	6	38	3	7	83	7	335
930-945	9	48	4	5	115	3	10	31	3	6	65	3	302
945-1000	10	45	1	11	134	9	5	27	5	6	82	8	343
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	50	105	11	17	347	14	14	65	8	16	190	12	849
715-815	49	143	15	22	421	18	14	92	10	17	217	15	1033
730-830	54	169	15	25	443	21	14	113	10	17	249	16	1146
745-845	49	193	17	24	458	24	8	120	10	23	260	19	1205
800-900	50	204	16	27	453	26	11	123	9	27	276	28	1250
815-915	56	189	11	30	436	25	16	126	9	27	284	31	1240
830-930	47	183	11	32	456	19	20	132	10	32	297	33	1272
845-945	44	178	12	33	457	17	30	135	12	25	292	30	1265
900-1000	42	183	11	34	484	19	28	129	14	22	300	25	1291

AM PEAK HOUR: 900-1000



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	4	2	2	9
715-730	4	7	2	5	18
730-745	7	0	2	1	10
745-800	7	4	5	7	23
800-815	1	5	4	3	13
815-830	5	1	3	1	10
830-845	5	3	2	9	19
854-900	7	9	2	2	20
900-915	3	5	0	2	10
915-930	3	9	5	5	22
930-945	4	11	4	3	22
945-1000	3	-7	6	8	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	19	15	11	15	60
715-815	19	16	13	16	64
730-830	20	10	14	12	56
745-845	18	13	14	20	65
800-900	18	18	11	15	62
815-915	20	18	7	14	59
830-930	18	26	9	18	71
845-945	17	34	11	12	74
900-1000	13	18	15	18	64

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	0	0	3
715-730	2	0	2	0	4
730-745	1	0	0	0	1
745-800	2	0	0	0	2
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	3	0	1	1	5
845-900	2	0	0	0	2
900-915	3	1	0	2	6
915-930	1	0	0	0	1
930-945	2	1	1	1	5
945-1000	3	0	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	0	2	0	10
715-815	6	0	2	0	8
730-830	5	0	0	0	5
745-845	7	0	1	1	9
800-900	7	0	1	1	9
815-915	9	1	1	3	14
830-930	9	1	1	3	14
845-945	8	2	1	3	14
900-1000	9	2	1	3	15

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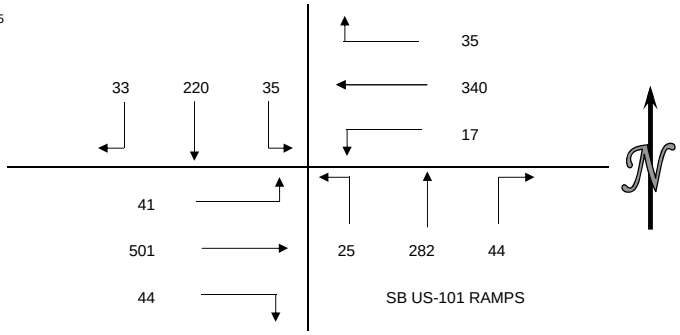
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S SB US-101 RAMPS
E/W WILCOX AVENUE
CITY: FOUNTAIN AVENUE

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	9	35	8	5	72	8	6	46	1	4	91	5	290
315-330	6	43	9	8	105	8	11	45	5	6	118	6	370
330-345	8	61	7	6	81	6	10	54	3	6	94	4	340
345-400	5	50	10	15	79	7	14	56	4	6	124	5	375
400-415	15	56	5	16	82	4	13	58	6	6	115	7	383
415-430	6	32	6	12	91	4	6	62	2	5	131	11	368
430-445	9	51	16	8	70	8	9	63	4	2	130	5	375
445-500	5	54	11	8	89	4	9	68	3	7	140	16	414
500-515	7	57	7	11	78	4	8	83	8	15	124	6	408
515-530	13	48	12	9	91	6	14	57	4	13	121	10	398
530-545	8	61	5	7	82	3	13	74	10	9	116	9	397
545-600	11	36	10	6	112	6	15	55	6	3	127	9	396
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	28	189	34	34	337	29	41	201	13	22	427	20	1375
315-415	34	210	31	45	347	25	48	213	18	24	451	22	1468
330-430	34	199	28	49	333	21	43	230	15	23	464	27	1466
345-445	35	189	37	51	322	23	42	239	16	19	500	28	1501
400-500	35	193	38	44	332	20	37	251	15	20	516	39	1540
415-515	27	194	40	39	328	20	32	276	17	29	525	38	1565
430-530	34	210	46	36	328	22	40	271	19	37	515	37	1595
445-545	33	220	35	35	340	17	44	282	25	44	501	41	1617
500-600	39	202	34	33	363	19	50	269	28	40	488	34	1599

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	8	0	8	8	24
315-330	3	4	2	9	18
330-345	5	5	5	12	27
345-400	2	6	4	7	19
400-415	2	5	5	8	20
415-430	3	3	4	5	15
430-445	11	8	5	18	42
445-500	3	3	4	10	20
500-515	2	4	4	12	22
515-530	2	2	8	6	18
530-545	9	13	7	11	40
545-600	16	4	7	4	31
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	18	15	19	36	88
315-415	12	20	16	36	84
330-430	12	19	18	32	81
345-445	18	22	18	38	96
400-500	19	19	18	41	97
415-515	19	18	17	45	99
430-530	18	17	21	46	102
445-545	16	22	23	39	100
500-600	29	23	26	33	111

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	5	0	0	1	6
315-330	1	0	1	0	2
330-345	0	0	0	1	1
345-400	3	1	1	1	6
400-415	1	0	3	1	5
415-430	7	0	1	1	9
430-445	0	0	2	2	4
445-500	2	0	0	0	2
500-515	0	0	0	1	1
515-530	3	1	3	1	8
530-545	1	0	4	0	5
545-600	3	1	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	9	1	2	3	15
315-415	5	1	5	3	14
330-430	11	1	5	4	21
345-445	11	1	7	5	24
400-500	10	0	6	4	20
415-515	9	0	3	4	16
430-530	5	1	5	4	15
445-545	6	1	7	2	16
500-600	7	2	7	2	18

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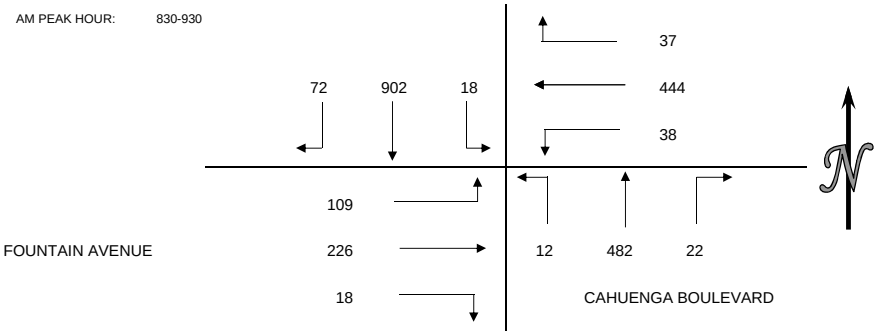
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W FOUNTAIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	19	139	4	2	60	2	2	33	0	5	24	9	299
715-730	21	202	1	4	56	4	3	50	1	4	41	15	402
730-745	18	180	3	3	93	3	3	76	2	8	47	13	449
745-800	23	215	0	4	95	5	4	89	4	5	52	7	503
800-815	22	234	1	12	110	5	13	102	4	4	71	18	596
815-830	17	206	3	5	103	4	9	129	5	2	57	20	560
830-845	16	239	3	10	100	8	6	128	4	1	46	28	589
845-900	24	226	5	5	109	9	7	131	3	7	55	32	613
900-915	12	200	5	9	124	12	5	118	5	4	67	29	590
915-930	20	237	5	13	111	9	4	105	0	6	58	20	588
930-945	25	203	6	11	109	5	12	109	6	7	60	18	571
945-1000	25	199	5	4	111	16	6	120	5	9	65	22	587
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	81	736	8	13	304	14	12	248	7	22	164	44	1653
715-815	84	831	5	23	354	17	23	317	11	21	211	53	1950
730-830	80	835	7	24	401	17	29	396	15	19	227	58	2108
745-845	78	894	7	31	408	22	32	448	17	12	226	73	2248
800-900	79	905	12	32	422	26	35	490	16	14	229	98	2358
815-915	69	871	16	29	436	33	27	506	17	14	225	109	2352
830-930	72	902	18	37	444	38	22	482	12	18	226	109	2380
845-945	81	866	21	38	453	35	28	463	14	24	240	99	2362
900-1000	82	839	21	37	455	42	27	452	16	26	250	89	2336

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	5	2	0	10
715-730	3	2	0	0	5
730-745	5	5	0	0	10
745-800	2	2	1	0	5
800-815	4	6	1	0	11
815-830	6	5	0	0	11
830-845	6	3	3	0	12
854-900	9	2	3	0	14
900-915	12	1	2	0	15
915-930	11	5	2	0	18
930-945	8	1	3	0	12
945-1000	16	8	1	0	25
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	14	3	0	30
715-815	14	15	2	0	31
730-830	17	18	2	0	37
745-845	18	16	5	0	39
800-900	25	16	7	0	48
815-915	33	11	8	0	52
830-930	38	11	10	0	59
845-945	40	9	10	0	59
900-1000	47	15	8	0	70

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	1	4	0	0	5
830-845	0	2	0	0	2
845-900	3	3	0	0	6
900-915	0	2	2	0	4
915-930	2	2	1	0	5
930-945	0	3	0	0	3
945-1000	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	0	1
715-815	0	2	0	0	2
730-830	1	6	0	0	7
745-845	1	7	0	0	8
800-900	4	10	0	0	14
815-915	4	11	2	0	17
830-930	5	9	3	0	17
845-945	5	10	3	0	18
900-1000	2	8	4	0	14

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

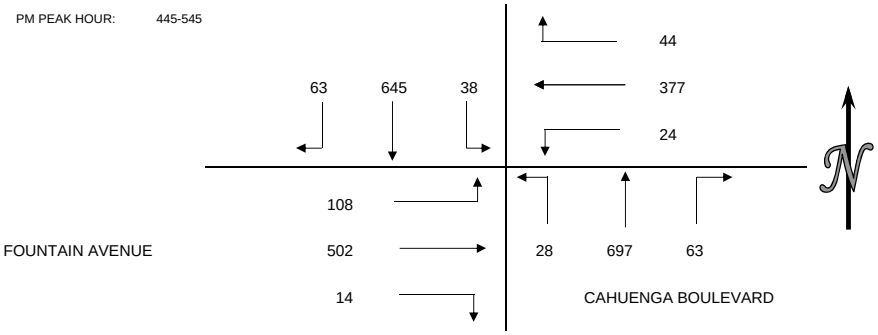
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W FOUNTAIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	21	150	8	11	82	4	9	159	7	8	112	23	594
315-330	14	168	3	6	83	5	16	169	8	0	119	35	626
330-345	14	159	9	8	88	7	13	187	4	7	112	22	630
345-400	20	166	13	11	91	5	13	167	2	5	109	26	628
400-415	24	152	12	18	85	9	8	180	1	10	128	28	655
415-430	17	149	10	11	98	10	10	199	5	3	134	21	667
430-445	16	132	5	18	92	8	11	154	3	2	124	18	583
445-500	18	190	13	10	96	4	22	158	6	3	118	22	660
500-515	14	137	9	11	106	7	9	190	8	4	119	26	640
515-530	12	145	8	10	82	5	23	186	7	6	142	21	647
530-545	19	173	8	13	93	8	9	163	7	1	123	39	656
545-600	16	140	5	11	110	13	16	190	3	1	128	20	653
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	69	643	33	36	344	21	51	682	21	20	452	106	2478
315-415	72	645	37	43	347	26	50	703	15	22	468	111	2539
330-430	75	626	44	48	362	31	44	733	12	25	483	97	2580
345-445	77	599	40	58	366	32	42	700	11	20	495	93	2533
400-500	75	623	40	57	371	31	51	691	15	18	504	89	2565
415-515	65	608	37	50	392	29	52	701	22	12	495	87	2550
430-530	60	604	35	49	376	24	65	688	24	15	503	87	2530
445-545	63	645	38	44	377	24	63	697	28	14	502	108	2603
500-600	61	595	30	45	391	33	57	729	25	12	512	106	2596

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	12	6	4	0	22
315-330	10	9	3	0	22
330-345	8	5	1	0	14
345-400	7	10	7	0	24
400-415	2	11	12	0	25
415-430	15	4	2	0	21
430-445	6	4	4	0	14
445-500	3	6	6	0	15
500-515	10	10	6	0	26
515-530	6	4	5	0	15
530-545	10	8	4	0	22
545-600	6	5	5	0	16
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	37	30	15	0	82
315-415	27	35	23	0	85
330-430	32	30	22	0	84
345-445	30	29	25	0	84
400-500	26	25	24	0	75
415-515	34	24	18	0	76
430-530	25	24	21	0	70
445-545	29	28	21	0	78
500-600	32	27	20	0	79

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	1	0	0	3
315-330	0	1	0	0	1
330-345	1	1	0	0	2
345-400	1	1	1	0	3
400-415	1	0	0	0	1
415-430	2	3	1	0	6
430-445	1	0	1	0	2
445-500	1	3	2	0	6
500-515	3	2	0	0	5
515-530	1	3	1	0	5
530-545	2	1	0	0	3
545-600	0	3	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	4	4	1	0	9
315-415	3	3	1	0	7
330-430	5	5	2	0	12
345-445	5	4	3	0	12
400-500	5	6	4	0	15
415-515	7	8	4	0	19
430-530	6	8	4	0	18
445-545	7	9	3	0	19
500-600	6	9	1	0	16

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

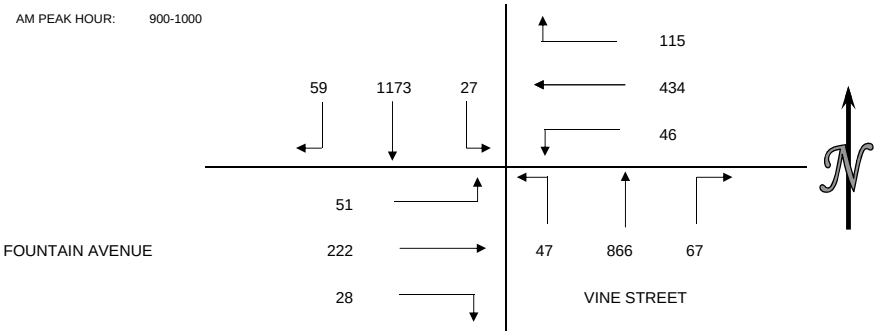
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S VINE STREET
E/W FOUNTAIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	232	2	12	58	7	7	140	4	1	25	5	499
715-730	14	280	7	12	54	6	8	147	4	3	33	4	572
730-745	12	336	7	13	83	5	4	164	3	8	36	3	674
745-800	17	295	8	24	92	19	9	180	12	6	49	8	719
800-815	16	290	6	31	90	8	10	204	12	9	58	11	745
815-830	16	331	12	19	67	6	10	231	16	11	51	5	775
830-845	27	308	5	26	87	7	6	229	8	7	49	13	772
845-900	19	272	3	25	101	19	24	210	11	11	50	12	757
900-915	16	293	7	39	122	15	13	230	5	7	55	15	817
915-930	11	290	10	24	106	10	16	212	17	5	59	9	769
930-945	21	299	5	26	97	13	13	213	7	8	51	13	766
945-1000	11	291	5	26	109	8	25	211	18	8	57	14	783
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	49	1143	24	61	287	37	28	631	23	18	143	20	2464
715-815	59	1201	28	80	319	38	31	695	31	26	176	26	2710
730-830	61	1252	33	87	332	38	33	779	43	34	194	27	2913
745-845	76	1224	31	100	336	40	35	844	48	33	207	37	3011
800-900	78	1201	26	101	345	40	50	874	47	38	208	41	3049
815-915	78	1204	27	109	377	47	53	900	40	36	205	45	3121
830-930	73	1163	25	114	416	51	59	881	41	30	213	49	3115
845-945	67	1154	25	114	426	57	66	865	40	31	215	49	3109
900-1000	59	1173	27	115	434	46	67	866	47	28	222	51	3135

AM PEAK HOUR: 900-1000



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	10	4	12	0	26
715-730	11	1	7	0	19
730-745	14	7	12	0	33
745-800	23	3	16	0	42
800-815	9	6	9	0	24
815-830	30	5	10	0	45
830-845	32	18	17	0	67
854-900	17	14	11	0	42
900-915	13	7	17	0	37
915-930	14	3	5	0	22
930-945	20	17	15	0	52
945-1000	18	12	17	0	47
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	58	15	47	0	120
715-815	57	17	44	0	118
730-830	76	21	47	0	144
745-845	94	32	52	0	178
800-900	88	43	47	0	178
815-915	92	44	55	0	191
830-930	76	42	50	0	168
845-945	64	41	48	0	153
900-1000	65	39	54	0	158

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	0	2
715-730	2	0	2	0	4
730-745	3	1	1	0	5
745-800	2	0	2	0	4
800-815	2	3	2	0	7
815-830	1	1	3	0	5
830-845	3	1	1	0	5
845-900	3	3	0	0	6
900-915	0	0	4	0	4
915-930	1	2	2	0	5
930-945	0	2	5	0	7
945-1000	178	3	0	0	181
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	1	6	0	15
715-815	9	4	7	0	20
730-830	8	5	8	0	21
745-845	8	5	8	0	21
800-900	9	8	6	0	23
815-915	7	5	8	0	20
830-930	7	6	7	0	20
845-945	4	7	11	0	22
900-1000	179	7	11	0	197

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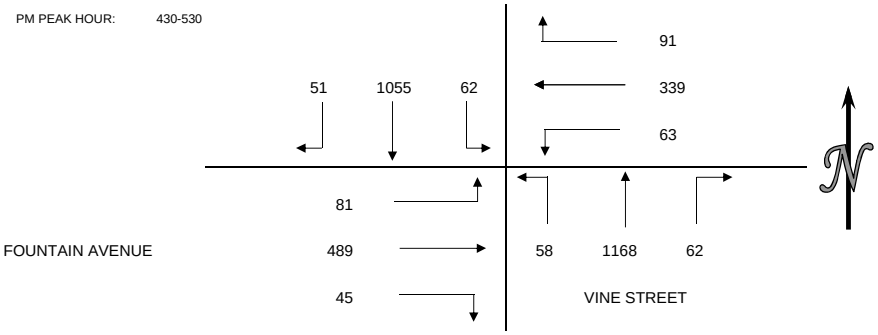
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S VINE STREET
E/W FOUNTAIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	7	247	11	24	75	12	17	239	11	12	106	21	782
315-330	15	279	11	14	80	10	13	274	13	18	103	15	845
330-345	18	254	5	17	71	13	16	299	17	14	94	21	839
345-400	11	243	14	20	83	9	11	270	14	13	96	20	804
400-415	9	230	12	19	90	10	18	309	14	14	110	21	856
415-430	16	274	11	19	85	8	11	286	12	16	103	18	859
430-445	17	251	9	26	83	20	19	287	17	9	120	25	883
445-500	7	285	17	22	100	18	21	307	13	4	124	20	938
500-515	12	264	17	22	82	16	9	271	14	18	114	16	855
515-530	15	255	19	21	74	9	13	303	14	14	131	20	888
530-545	15	239	14	18	84	17	16	295	16	8	118	19	859
545-600	20	257	16	15	92	7	13	263	17	12	131	19	862
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	51	1023	41	75	309	44	57	1082	55	57	399	77	3270
315-415	53	1006	42	70	324	42	58	1152	58	59	403	77	3344
330-430	54	1001	42	75	329	40	56	1164	57	57	403	80	3358
345-445	53	998	46	84	341	47	59	1152	57	52	429	84	3402
400-500	49	1040	49	86	358	56	69	1189	56	43	457	84	3536
415-515	52	1074	54	89	350	62	60	1151	56	47	461	79	3535
430-530	51	1055	62	91	339	63	62	1168	58	45	489	81	3564
445-545	49	1043	67	83	340	60	59	1176	57	44	487	75	3540
500-600	62	1015	66	76	332	49	51	1132	61	52	494	74	3464

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	31	16	37	0	84
315-330	36	17	27	0	80
330-345	35	10	35	0	80
345-400	28	24	30	0	82
400-415	26	24	23	0	73
415-430	30	12	18	0	60
430-445	22	21	28	0	71
445-500	27	10	35	0	72
500-515	42	3	34	0	79
515-530	33	13	30	0	76
530-545	41	16	38	0	95
545-600	35	-11	19	0	43
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	130	67	129	0	326
315-415	125	75	115	0	315
330-430	119	70	106	0	295
345-445	106	81	99	0	286
400-500	105	67	104	0	276
415-515	121	46	115	0	282
430-530	124	47	127	0	298
445-545	143	42	137	0	322
500-600	151	21	121	0	293

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	1	4	0	6
315-330	5	1	1	0	7
330-345	1	2	3	0	6
345-400	1	0	3	0	4
400-415	2	4	2	0	8
415-430	4	2	3	0	9
430-445	2	1	1	0	4
445-500	1	3	1	0	5
500-515	4	1	3	0	8
515-530	0	2	3	0	5
530-545	5	4	3	0	12
545-600	3	1	4	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	8	4	11	0	23
315-415	9	7	9	0	25
330-430	8	8	11	0	27
345-445	9	7	9	0	25
400-500	9	10	7	0	26
415-515	11	7	8	0	26
430-530	7	7	8	0	22
445-545	10	10	10	0	30
500-600	12	8	13	0	33

WILTEC

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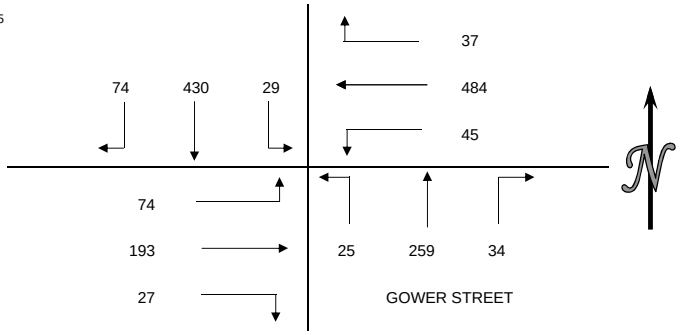
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S GOWER STREET
E/W FOUNTAIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	10	80	2	6	61	4	0	33	4	4	23	4	231
715-730	13	101	7	5	62	3	3	50	5	4	36	14	303
730-745	13	98	15	14	76	7	9	53	10	4	38	9	346
745-800	15	103	3	14	98	15	4	66	7	6	59	13	403
800-815	14	126	11	10	108	13	6	67	5	5	55	10	430
815-830	20	104	10	13	89	9	10	77	7	4	56	11	410
830-845	14	107	8	10	93	9	2	55	6	10	40	11	365
845-900	15	120	10	10	113	17	4	72	7	4	55	15	442
900-915	24	112	9	10	122	12	6	65	9	6	41	22	438
915-930	12	97	4	10	113	7	8	62	6	9	52	19	399
930-945	23	101	6	7	136	9	16	60	3	8	45	18	432
945-1000	18	90	8	9	109	5	7	73	7	14	48	16	404
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	51	382	27	39	297	29	16	202	26	18	156	40	1283
715-815	55	428	36	43	344	38	22	236	27	19	188	46	1482
730-830	62	431	39	51	371	44	29	263	29	19	208	43	1589
745-845	63	440	32	47	388	46	22	265	25	25	210	45	1608
800-900	63	457	39	43	403	48	22	271	25	23	206	47	1647
815-915	73	443	37	43	417	47	22	269	29	24	192	59	1655
830-930	65	436	31	40	441	45	20	254	28	29	188	67	1644
845-945	74	430	29	37	484	45	34	259	25	27	193	74	1711
900-1000	77	400	27	36	480	33	37	260	25	37	186	75	1673

AM PEAK HOUR: 845-945



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	2	1	4	10
715-730	12	6	0	5	23
730-745	11	1	1	5	18
745-800	7	2	0	7	16
800-815	3	4	1	12	20
815-830	4	2	3	5	14
830-845	1	8	1	6	16
854-900	6	1	0	3	10
900-915	4	1	0	8	13
915-930	8	1	0	2	11
930-945	2	4	0	4	10
945-1000	4	3	0	3	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	33	11	2	21	67
715-815	33	13	2	29	77
730-830	25	9	5	29	68
745-845	15	16	5	30	66
800-900	14	15	5	26	60
815-915	15	12	4	22	53
830-930	19	11	1	19	50
845-945	20	7	0	17	44
900-1000	18	9	0	17	44

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	1	2	0	6
715-730	1	1	0	2	4
730-745	1	0	0	0	1
745-800	3	1	0	0	4
800-815	3	0	1	0	4
815-830	0	1	1	0	2
830-845	0	0	3	0	3
845-900	1	2	2	1	6
900-915	6	0	0	0	6
915-930	4	0	1	2	7
930-945	1	1	0	0	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	3	2	2	15
715-815	8	2	1	2	13
730-830	7	2	2	0	11
745-845	6	2	5	0	13
800-900	4	3	7	1	15
815-915	7	3	6	1	17
830-930	11	2	6	3	22
845-945	12	3	3	3	21
900-1000	11	1	1	2	15

WILTEC

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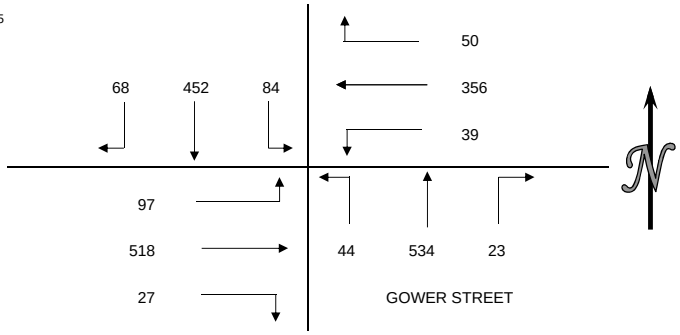
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S GOWER STREET
E/W FOUNTAIN AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	12	113	21	14	82	12	4	86	12	9	91	23	479
315-330	14	106	25	13	71	5	6	105	12	13	115	17	502
330-345	11	96	18	3	76	5	6	83	6	3	91	15	413
345-400	20	115	24	9	83	4	5	100	9	13	109	19	510
400-415	19	121	18	8	89	5	10	121	4	8	123	24	550
415-430	18	107	13	11	90	5	9	104	11	5	109	10	492
430-445	15	119	19	9	85	6	17	128	13	7	120	14	552
445-500	22	112	23	10	109	9	1	125	14	9	130	26	590
500-515	12	127	17	12	93	6	13	127	9	9	120	15	560
515-530	14	97	19	11	78	13	2	136	11	1	146	28	556
530-545	20	116	25	17	76	11	7	146	10	8	122	28	586
545-600	10	95	30	7	94	7	12	114	8	6	126	17	526
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	57	430	88	39	312	26	21	374	39	38	406	74	1904
315-415	64	438	85	33	319	19	27	409	31	37	438	75	1975
330-430	68	439	73	31	338	19	30	408	30	29	432	68	1965
345-445	72	462	74	37	347	20	41	453	37	33	461	67	2104
400-500	74	459	73	38	373	25	37	478	42	29	482	74	2184
415-515	67	465	72	42	377	26	40	484	47	30	479	65	2194
430-530	63	455	78	42	365	34	33	516	47	26	516	83	2258
445-545	68	452	84	50	356	39	23	534	44	27	518	97	2292
500-600	56	435	91	47	341	37	34	523	38	24	514	88	2228

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	23	3	0	7	33
315-330	14	3	4	7	28
330-345	7	4	2	7	20
345-400	8	12	1	7	28
400-415	12	6	0	8	26
415-430	9	4	0	4	17
430-445	5	0	0	11	16
445-500	13	3	0	3	19
500-515	6	5	0	6	17
515-530	7	2	0	5	14
530-545	8	2	2	9	21
545-600	14	7	1	8	30
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	52	22	7	28	109
315-415	41	25	7	29	102
330-430	36	26	3	26	91
345-445	34	22	1	30	87
400-500	39	13	0	26	78
415-515	33	12	0	24	69
430-530	31	10	0	25	66
445-545	34	12	2	23	71
500-600	35	16	3	28	82

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	4	2	0	7
315-330	2	1	0	0	3
330-345	0	1	0	1	2
345-400	2	0	1	2	5
400-415	1	1	0	0	2
415-430	1	1	0	0	2
430-445	1	0	0	0	1
445-500	1	1	1	1	4
500-515	0	2	0	1	3
515-530	1	0	0	2	3
530-545	4	0	0	0	4
545-600	2	3	1	1	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	5	6	3	3	17
315-415	5	3	1	3	12
330-430	4	3	1	3	11
345-445	5	2	1	2	10
400-500	4	3	1	1	9
415-515	3	4	1	2	10
430-530	3	3	1	4	11
445-545	6	3	1	4	14
500-600	7	5	1	4	17

Location ID: 85
North/South: Highland Avenue
East/West: Lexington Avenue

Date: 02/12/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	6	306	4	8	4	1	0	224	1	5	1	1	561
07:15	10	376	1	8	12	4	4	248	0	5	6	3	677
07:30	12	302	4	5	21	8	2	304	5	7	9	4	683
07:45	15	342	5	9	28	16	9	274	4	7	4	6	719
08:00	13	328	8	15	35	18	12	261	3	7	7	4	711
08:15	15	385	2	16	39	12	10	346	7	8	12	7	859
08:30	10	341	9	9	28	19	6	315	8	12	14	10	781
08:45	22	338	13	12	40	11	14	295	1	9	16	2	773
09:00	20	383	10	16	25	10	8	234	4	10	11	7	738
09:15	20	305	8	7	24	5	12	313	10	9	13	3	729
09:30	17	324	7	7	30	16	7	280	3	20	8	3	722
09:45	27	316	11	6	24	4	6	272	6	8	14	9	703
Total Volume:	187	4046	82	118	310	124	90	3366	52	107	115	59	8656
Approach %	4%	94%	2%	21%	56%	22%	3%	96%	1%	38%	41%	21%	
Peak Hr Begin:	8:15												
PHV	67	1447	34	53	132	52	38	1190	20	39	53	26	3151
PHF	0.937			0.884			0.860			0.819			0.917

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	311	13	4	14	9	22	289	11	20	29	5	737
15:15	10	301	10	12	15	12	23	267	8	24	40	4	726
15:30	29	295	13	9	15	10	43	205	12	22	35	8	696
15:45	11	275	12	5	23	9	33	175	22	14	41	7	627
16:00	8	298	7	6	14	12	37	145	10	11	34	1	583
16:15	5	289	11	6	12	8	26	192	10	12	54	11	636
16:30	11	312	14	3	13	3	26	215	13	15	33	8	666
16:45	13	328	10	11	14	5	36	216	18	16	38	4	709
17:00	7	336	10	5	12	4	31	233	21	16	51	3	729
17:15	7	329	12	3	12	4	31	268	9	13	51	5	744
17:30	9	328	10	7	19	7	44	232	17	14	48	7	742
17:45	11	322	7	5	21	5	33	239	14	14	47	12	730
Total Volume:	131	3724	129	76	184	88	385	2676	165	191	501	75	8325
Approach %	3%	93%	3%	22%	53%	25%	12%	83%	5%	25%	65%	10%	
Peak Hr Begin:	17:00												
PHV	34	1315	39	20	64	20	139	972	61	57	197	27	2945
PHF	0.983			0.788			0.951			0.962			0.990

	Pedestrians			
Leg:	North	East	South	West
07:00	2	7	0	4
07:15	0	6	1	6
07:30	2	9	0	6
07:45	4	15	0	14
08:00	2	2	1	9
08:15	4	9	1	2
08:30	2	5	3	9
08:45	1	9	2	6
09:00	2	13	3	0
09:15	1	15	0	3
09:30	0	11	0	8
09:45	4	23	2	2

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	0	0
07:30	0	0	1	0
07:45	1	0	1	0
08:00	1	0	0	0
08:15	1	0	1	0
08:30	1	0	0	0
08:45	3	0	0	0
09:00	1	0	1	0
09:15	1	0	0	0
09:30	0	0	2	0
09:45	4	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	4	15	10	11
15:15	2	22	20	20
15:30	6	17	6	14
15:45	2	12	11	15
16:00	10	20	11	16
16:15	2	18	5	21
16:30	3	9	4	8
16:45	7	23	3	13
17:00	4	24	5	7
17:15	7	23	0	15
17:30	8	27	9	17
17:45	5	18	5	8

	Bicycle			
Leg:	North	East	South	West
15:00	3	0	2	0
15:15	0	1	1	0
15:30	2	0	1	0
15:45	0	0	0	0
16:00	2	0	2	0
16:15	4	1	0	0
16:30	1	0	1	0
16:45	1	0	0	0
17:00	1	0	0	0
17:15	2	0	0	0
17:30	1	0	0	0
17:45	1	0	0	0

WILTEC

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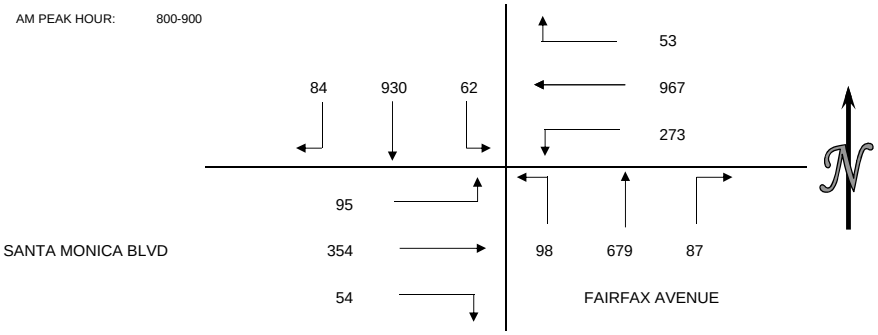
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FAIRFAX AVENUE
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	27	141	4	6	228	20	10	84	14	11	71	17	633
715-730	22	218	13	10	247	46	18	109	19	17	60	26	805
730-745	26	221	9	10	209	42	20	125	17	17	77	21	794
745-800	31	214	10	7	226	54	21	128	17	13	90	20	831
800-815	18	217	13	15	289	72	23	163	27	11	101	28	977
815-830	31	239	17	11	225	66	16	186	16	15	82	18	922
830-845	18	220	16	12	232	66	28	164	29	17	74	20	896
845-900	17	254	16	15	221	69	20	166	26	11	97	29	941
900-915	25	206	19	7	201	51	28	159	22	17	112	29	876
915-930	22	197	14	16	192	60	20	145	21	14	140	27	868
930-945	19	195	16	15	215	53	24	126	30	10	131	26	860
945-1000	23	205	15	16	171	55	33	124	32	14	114	31	833
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	106	794	36	33	910	162	69	446	67	58	298	84	3063
715-815	97	870	45	42	971	214	82	525	80	58	328	95	3407
730-830	106	891	49	43	949	234	80	602	77	56	350	87	3524
745-845	98	890	56	45	972	258	88	641	89	56	347	86	3626
800-900	84	930	62	53	967	273	87	679	98	54	354	95	3736
815-915	91	919	68	45	879	252	92	675	93	60	365	96	3635
830-930	82	877	65	50	846	246	96	634	98	59	423	105	3581
845-945	83	852	65	53	829	233	92	596	99	52	480	111	3545
900-1000	89	803	64	54	779	219	105	554	105	55	497	113	3437

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	16	14	6	16	52
715-730	34	35	34	24	127
730-745	26	45	38	15	124
745-800	36	27	37	25	125
800-815	37	17	31	34	119
815-830	30	39	30	27	126
830-845	30	17	27	30	104
854-900	45	18	27	21	111
900-915	35	27	38	25	125
915-930	39	19	31	42	131
930-945	37	32	47	13	129
945-1000	32	23	48	33	136
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	112	121	115	80	428
715-815	133	124	140	98	495
730-830	129	128	136	101	494
745-845	133	100	125	116	474
800-900	142	91	115	112	460
815-915	140	101	122	103	466
830-930	149	81	123	118	471
845-945	156	96	143	101	496
900-1000	143	101	164	113	521

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	1	3
715-730	3	0	2	1	6
730-745	2	2	4	5	13
745-800	2	1	1	0	4
800-815	7	1	0	0	8
815-830	1	0	0	0	1
830-845	4	1	1	3	9
845-900	3	1	4	2	10
900-915	2	0	2	1	5
915-930	6	0	1	1	8
930-945	5	0	2	1	8
945-1000	2	0	1	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	3	8	7	26
715-815	14	4	7	6	31
730-830	12	4	5	5	26
745-845	14	3	2	3	22
800-900	15	3	5	5	28
815-915	10	2	7	6	25
830-930	15	2	8	7	32
845-945	16	1	9	5	31
900-1000	15	0	6	4	25

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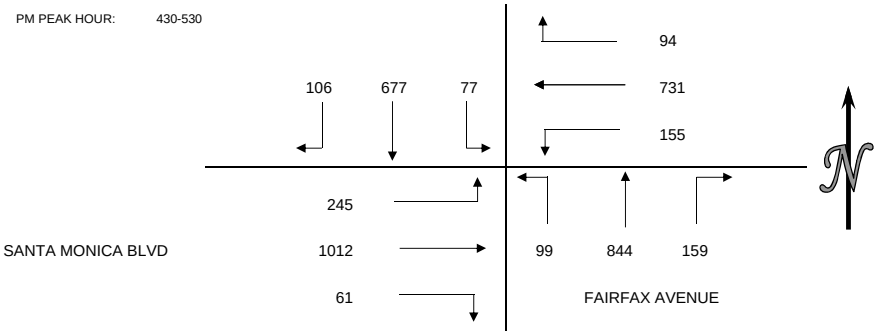
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	22	177	24	16	139	37	30	185	32	15	256	54	987
315-330	19	188	23	14	185	34	48	193	26	9	232	59	1030
330-345	25	204	17	25	168	37	23	188	23	14	248	49	1021
345-400	31	178	17	13	179	47	53	200	30	20	199	48	1015
400-415	24	203	20	15	171	45	46	191	16	17	200	79	1027
415-430	21	196	20	22	170	42	30	174	20	8	219	31	953
430-445	15	181	19	27	171	34	41	193	20	23	240	60	1024
445-500	30	170	20	24	187	39	39	201	30	18	262	45	1065
500-515	39	154	23	22	203	42	35	211	31	9	249	76	1094
515-530	22	172	15	21	170	40	44	239	18	11	261	64	1077
530-545	20	169	14	16	163	37	42	216	22	24	232	69	1024
545-600	26	169	21	18	174	42	41	190	25	12	271	59	1048
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	97	747	81	68	671	155	154	766	111	58	935	210	4053
315-415	99	773	77	67	703	163	170	772	95	60	879	235	4093
330-430	101	781	74	75	688	171	152	753	89	59	866	207	4016
345-445	91	758	76	77	691	168	170	758	86	68	858	218	4019
400-500	90	750	79	88	699	160	156	759	86	66	921	215	4069
415-515	105	701	82	95	731	157	145	779	101	58	970	212	4136
430-530	106	677	77	94	731	155	159	844	99	61	1012	245	4260
445-545	111	665	72	83	723	158	160	867	101	62	1004	254	4260
500-600	107	664	73	77	710	161	162	856	96	56	1013	268	4243

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	55	21	39	36	151
315-330	75	20	44	44	183
330-345	54	24	55	46	179
345-400	41	29	33	45	148
400-415	53	37	32	28	150
415-430	42	38	28	22	130
430-445	46	41	45	24	156
445-500	48	30	33	47	158
500-515	60	23	32	54	169
515-530	39	29	35	50	153
530-545	60	24	42	52	178
545-600	34	13	36	29	112
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	225	94	171	171	661
315-415	223	110	164	163	660
330-430	190	128	148	141	607
345-445	182	145	138	119	584
400-500	189	146	138	121	594
415-515	196	132	138	147	613
430-530	193	123	145	175	636
445-545	207	106	142	203	658
500-600	193	89	145	185	612

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	6	4	0	11
315-330	2	0	0	1	3
330-345	4	0	3	1	8
345-400	1	1	5	0	7
400-415	2	1	5	0	8
415-430	1	4	5	0	10
430-445	3	2	5	2	12
445-500	2	1	5	1	9
500-515	2	1	7	3	13
515-530	1	0	6	1	8
530-545	4	0	3	0	7
545-600	7	3	5	6	21
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	8	7	12	2	29
315-415	9	2	13	2	26
330-430	8	6	18	1	33
345-445	7	8	20	2	37
400-500	8	8	20	3	39
415-515	8	8	22	6	44
430-530	8	4	23	7	42
445-545	9	2	21	5	37
500-600	14	4	21	10	49

WILTEC

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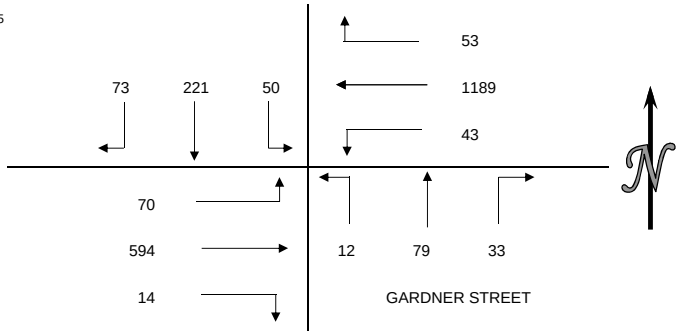
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S GARDNER STREET
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	5	14	8	7	272	9	6	7	4	2	95	1	430
715-730	15	18	13	2	277	8	7	8	8	1	115	5	477
730-745	12	21	10	4	285	5	5	10	1	1	125	6	485
745-800	21	45	10	13	328	9	8	18	3	2	138	8	603
800-815	20	48	12	12	298	10	10	19	3	4	148	24	608
815-830	12	55	14	16	280	10	6	18	2	7	170	13	603
830-845	20	73	14	12	283	14	9	24	4	1	138	25	617
845-900	16	60	22	10	274	10	4	28	5	8	146	19	602
900-915	11	43	8	10	241	10	10	33	7	6	144	15	538
915-930	20	40	19	18	238	12	7	27	6	9	160	15	571
930-945	20	44	13	17	234	7	7	18	3	3	164	18	548
945-1000	13	32	12	15	239	7	5	29	0	7	154	14	527
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	53	98	41	26	1162	31	26	43	16	6	473	20	1995
715-815	68	132	45	31	1188	32	30	55	15	8	526	43	2173
730-830	65	169	46	45	1191	34	29	65	9	14	581	51	2299
745-845	73	221	50	53	1189	43	33	79	12	14	594	70	2431
800-900	68	236	62	50	1135	44	29	89	14	20	602	81	2430
815-915	59	231	58	48	1078	44	29	103	18	22	598	72	2360
830-930	67	216	63	50	1036	46	30	112	22	24	588	74	2328
845-945	67	187	62	55	987	39	28	106	21	26	614	67	2259
900-1000	64	159	52	60	952	36	29	107	16	25	622	62	2184

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	1	3	3	13
715-730	6	1	3	3	13
730-745	7	3	3	4	17
745-800	12	8	7	2	29
800-815	3	6	7	6	22
815-830	7	5	10	10	32
830-845	5	10	12	4	31
854-900	14	10	7	4	35
900-915	14	5	14	9	42
915-930	13	4	6	3	26
930-945	22	6	11	6	45
945-1000	16	8	16	14	54
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	31	13	16	12	72
715-815	28	18	20	15	81
730-830	29	22	27	22	100
745-845	27	29	36	22	114
800-900	29	31	36	24	120
815-915	40	30	43	27	140
830-930	46	29	39	20	134
845-945	63	25	38	22	148
900-1000	65	23	47	32	167

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	1	2
715-730	1	0	2	0	3
730-745	3	0	1	1	5
745-800	3	0	1	1	5
800-815	3	0	0	2	5
815-830	2	1	0	0	3
830-845	2	2	2	1	7
845-900	5	2	1	4	12
900-915	6	0	2	0	8
915-930	1	0	0	1	2
930-945	3	0	0	0	3
945-1000	0	1	2	2	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	0	4	3	15
715-815	10	0	4	4	18
730-830	11	1	2	4	18
745-845	10	3	3	4	20
800-900	12	5	3	7	27
815-915	15	5	5	5	30
830-930	14	4	5	6	29
845-945	15	2	3	5	25
900-1000	10	1	4	3	18

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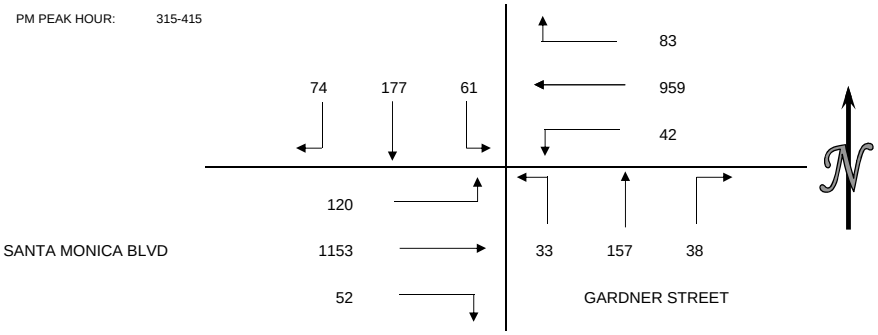
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S GARDNER STREET
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	8	32	15	19	234	15	9	33	3	10	269	32	679
315-330	21	40	18	26	283	11	7	24	6	11	298	34	779
330-345	21	43	15	20	223	8	7	33	1	17	276	25	689
345-400	21	61	15	19	215	13	17	62	17	16	307	37	800
400-415	11	33	13	18	238	10	7	38	9	8	272	24	681
415-430	9	32	8	25	212	14	2	39	8	8	281	31	669
430-445	16	41	12	17	212	12	7	35	4	12	306	29	703
445-500	6	48	8	16	236	16	14	68	5	7	274	26	724
500-515	12	43	10	24	243	13	17	50	6	3	294	26	741
515-530	8	50	7	19	213	6	11	58	12	14	309	34	741
530-545	14	33	24	19	206	10	9	47	5	16	238	27	648
545-600	19	37	9	17	227	15	7	41	10	9	285	32	708
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	71	176	63	84	955	47	40	152	27	54	1150	128	2947
315-415	74	177	61	83	959	42	38	157	33	52	1153	120	2949
330-430	62	169	51	82	888	45	33	172	35	49	1136	117	2839
345-445	57	167	48	79	877	49	33	174	38	44	1166	121	2853
400-500	42	154	41	76	898	52	30	180	26	35	1133	110	2777
415-515	43	164	38	82	903	55	40	192	23	30	1155	112	2837
430-530	42	182	37	76	904	47	49	211	27	36	1183	115	2909
445-545	40	174	49	78	898	45	51	223	28	40	1115	113	2854
500-600	53	163	50	79	889	44	44	196	33	42	1126	119	2838

PM PEAK HOUR: 315-415



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	12	6	14	7	39
315-330	9	4	11	13	37
330-345	23	11	22	10	66
345-400	14	9	27	7	57
400-415	14	3	13	9	39
415-430	12	9	17	5	43
430-445	12	7	19	6	44
445-500	12	7	11	5	35
500-515	8	13	20	10	51
515-530	26	12	12	8	58
530-545	8	11	26	5	50
545-600	10	5	23	15	53
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	58	30	74	37	199
315-415	60	27	73	39	199
330-430	63	32	79	31	205
345-445	52	28	76	27	183
400-500	50	26	60	25	161
415-515	44	36	67	26	173
430-530	58	39	62	29	188
445-545	54	43	69	28	194
500-600	52	41	81	38	212

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	1	3	1	7
315-330	4	1	2	0	7
330-345	5	0	3	1	9
345-400	5	3	5	3	16
400-415	4	0	6	0	10
415-430	1	1	4	3	9
430-445	5	0	5	4	14
445-500	3	0	3	4	10
500-515	3	0	6	2	11
515-530	2	0	0	2	4
530-545	1	0	5	0	6
545-600	3	0	3	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	16	5	13	5	39
315-415	18	4	16	4	42
330-430	15	4	18	7	44
345-445	15	4	20	10	49
400-500	13	1	18	11	43
415-515	12	1	18	13	44
430-530	13	0	14	12	39
445-545	9	0	14	8	31
500-600	9	0	14	4	27

Turning Movement Count Report AM

Location ID: 2
North/South: Formosa Avenue &
East/West: Santa Monica Boulevard

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	6	2	1	1	314	6	8	0	3	2	108	2	453
7:15	12	5	0	0	316	6	8	0	6	10	137	2	502
7:30	18	8	3	2	348	9	11	3	6	6	155	5	574
7:45	21	14	2	3	333	13	4	2	7	15	163	4	581
8:00	20	10	1	2	306	22	6	3	14	17	200	5	606
8:15	16	7	1	3	325	17	7	1	6	18	214	6	621
8:30	34	18	5	3	301	11	8	2	20	20	194	5	621
8:45	27	13	2	6	324	26	5	2	20	14	216	1	656
9:00	23	17	1	4	274	20	8	6	11	14	202	2	582
9:15	17	13	3	0	279	30	9	4	11	20	206	4	596
9:30	16	11	1	4	280	32	11	3	14	16	200	1	589
9:45	24	12	5	7	271	22	12	2	8	17	177	5	562
Total Volume:	234	130	25	35	3671	214	97	28	126	169	2172	42	6943
Approach %	60%	33%	6%	1%	94%	5%	39%	11%	50%	7%	91%	2%	
Peak Hr Begin:	8:00												
PHV	97	48	9	14	1256	76	26	8	60	69	824	17	2504
PHF	0.675			0.945			0.783			0.956			0.954

Turning Movement Count Report PM

Location ID: 2
North/South: Formosa Avenue &
East/West: Santa Monica Boulevard

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	14	19	3	9	220	34	32	11	24	30	288	7	691
15:15	10	7	8	4	229	28	35	8	30	34	302	9	704
15:30	22	10	4	1	242	35	37	11	33	25	272	12	704
15:45	20	14	5	5	218	29	26	8	31	36	306	10	708
16:00	15	17	6	10	214	37	34	17	35	35	266	17	703
16:15	24	18	8	7	201	26	28	14	35	33	269	10	673
16:30	13	17	6	8	230	25	18	8	21	54	306	12	718
16:45	19	19	6	5	233	25	33	9	28	27	283	15	702
17:00	21	14	5	2	239	21	23	5	29	40	307	4	710
17:15	30	6	1	2	223	24	32	6	31	26	311	7	699
17:30	20	16	0	7	233	14	28	9	30	17	345	9	728
17:45	10	12	2	1	226	16	27	10	42	25	310	8	689

Total Volume:	218	169	54	61	2708	314	353	116	369	382	3565	120	8429
Approach %	49%	38%	12%	2%	88%	10%	42%	14%	44%	9%	88%	3%	

Peak Hr Begin:	16:45												
PHV	90	55	12	16	928	84	116	29	118	110	1246	35	2839
PHF	0.892			0.977			0.939			0.937			0.975

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	2	0	0	0	3	1	0	1
7:15	8	0	0	0	8	0	2	0
7:30	6	1	0	0	6	0	1	0
7:45	7	1	0	0	5	0	1	0
8:00	4	0	0	0	4	2	3	0
8:15	4	0	0	0	9	0	2	0
8:30	5	0	0	0	5	1	1	1
8:45	4	0	0	0	8	0	4	1
9:00	3	0	0	0	8	0	0	0
9:15	8	0	0	0	9	1	4	0
9:30	7	0	0	0	9	1	1	0
9:45	9	0	0	0	14	1	5	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	13	1	0	0	38	0	12	1
15:15	21	0	0	0	21	2	14	2
15:30	13	2	0	0	25	2	35	2
15:45	13	1	0	0	28	3	11	0
16:00	27	2	0	0	22	3	6	0
16:15	15	2	0	0	18	3	5	0
16:30	19	2	0	0	37	2	9	0
16:45	20	1	0	0	29	2	8	0
17:00	12	0	0	0	26	6	12	1
17:15	18	1	0	0	26	1	7	0
17:30	18	2	0	0	31	2	13	3
17:45	9	1	0	2	19	0	6	0

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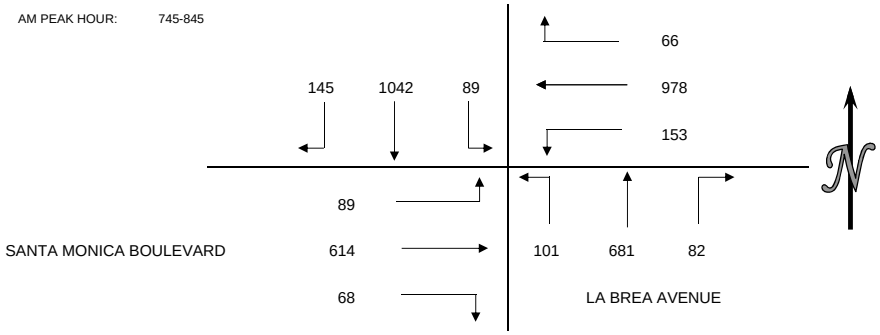
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S LA BREA AVENUE
E/W SANTA MONICA BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	25	152	14	11	204	50	15	103	19	15	92	15	715
715-730	27	181	10	8	264	37	6	129	17	19	129	23	850
730-745	38	208	20	8	250	53	23	139	19	15	107	16	896
745-800	39	259	21	31	266	39	19	168	28	14	134	26	1044
800-815	29	282	24	15	237	37	23	174	25	20	133	21	1020
815-830	42	268	27	9	251	38	26	156	19	16	168	20	1040
830-845	35	233	17	11	224	39	14	183	29	18	179	22	1004
845-900	37	220	38	20	225	28	12	166	26	27	167	27	993
900-915	38	209	19	18	226	50	13	187	30	19	146	25	980
915-930	39	221	26	11	221	47	30	174	33	19	158	25	1004
930-945	43	188	15	6	220	34	27	199	26	20	166	17	961
945-1000	29	205	31	21	203	37	19	143	30	19	152	26	915
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	129	800	65	58	984	179	63	539	83	63	462	80	3505
715-815	133	930	75	62	1017	166	71	610	89	68	503	86	3810
730-830	148	1017	92	63	1004	167	91	637	91	65	542	83	4000
745-845	145	1042	89	66	978	153	82	681	101	68	614	89	4108
800-900	143	1003	106	55	937	142	75	679	99	81	647	90	4057
815-915	152	930	101	58	926	155	65	692	104	80	660	94	4017
830-930	149	883	100	60	896	164	69	710	118	83	650	99	3981
845-945	157	838	98	55	892	159	82	726	115	85	637	94	3938
900-1000	149	823	91	56	870	168	89	703	119	77	622	93	3860



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	13	6	7	0	26
715-730	9	1	6	0	16
730-745	6	4	12	0	22
745-800	16	8	15	1	40
800-815	12	9	18	2	41
815-830	8	6	23	0	37
830-845	20	6	11	2	39
854-900	23	8	28	4	63
900-915	16	7	34	5	62
915-930	11	11	13	0	35
930-945	14	6	18	0	38
945-1000	21	6	16	3	46
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	44	19	40	1	104
715-815	43	22	51	3	119
730-830	42	27	68	3	140
745-845	56	29	67	5	157
800-900	63	29	80	8	180
815-915	67	27	96	11	201
830-930	70	32	86	11	199
845-945	64	32	93	9	198
900-1000	62	30	81	8	181

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	0	0	2	0	2
730-745	2	0	1	0	3
745-800	0	0	1	1	2
800-815	2	0	0	2	4
815-830	0	0	1	0	1
830-845	1	1	1	2	5
845-900	1	1	3	4	9
900-915	0	0	0	5	5
915-930	0	0	0	0	0
930-945	1	0	0	0	1
945-1000	1	0	2	3	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	6	1	9
715-815	4	0	4	3	11
730-830	4	0	3	3	10
745-845	3	1	3	5	12
800-900	4	2	5	8	19
815-915	2	2	5	11	20
830-930	2	2	4	11	19
845-945	2	1	3	9	15
900-1000	2	0	2	8	12

WILTEC

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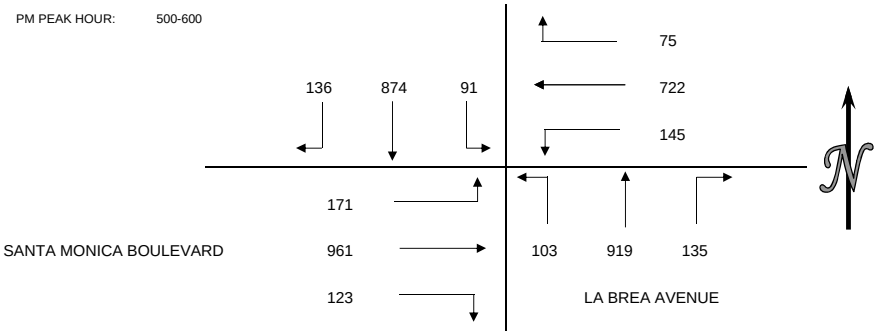
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W SANTA MONICA BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	37	224	28	17	180	33	23	195	25	48	226	37	1073
315-330	34	217	20	10	156	29	31	196	29	41	233	44	1040
330-345	27	229	23	23	170	40	49	201	17	23	243	42	1087
345-400	22	197	28	23	200	39	34	183	22	28	227	36	1039
400-415	28	214	28	15	190	39	38	199	29	34	226	50	1090
415-430	25	217	35	14	158	33	28	203	22	38	232	56	1061
430-445	20	214	25	26	164	40	34	241	34	30	211	33	1072
445-500	33	208	31	24	178	39	39	222	23	32	228	41	1098
500-515	36	201	21	19	171	35	38	233	20	35	245	50	1104
515-530	36	212	27	15	196	37	29	213	32	31	243	41	1112
530-545	30	235	24	18	198	37	27	220	26	29	235	42	1121
545-600	34	226	19	23	157	36	41	253	25	28	238	38	1118
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	120	867	99	73	706	141	137	775	93	140	929	159	4239
315-415	111	857	99	71	716	147	152	779	97	126	929	172	4256
330-430	102	857	114	75	718	151	149	786	90	123	928	184	4277
345-445	95	842	116	78	712	151	134	826	107	130	896	175	4262
400-500	106	853	119	79	690	151	139	865	108	134	897	180	4321
415-515	114	840	112	83	671	147	139	899	99	135	916	180	4335
430-530	125	835	104	84	709	151	140	909	109	128	927	165	4386
445-545	135	856	103	76	743	148	133	888	101	127	951	174	4435
500-600	136	874	91	75	722	145	135	919	103	123	961	171	4455

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	28	24	36	1	89
315-330	20	13	44	3	80
330-345	37	17	54	3	111
345-400	48	10	20	6	84
400-415	27	16	40	2	85
415-430	31	10	26	1	68
430-445	28	7	21	3	59
445-500	28	16	35	5	84
500-515	27	17	54	2	100
515-530	26	17	40	3	86
530-545	17	22	38	3	80
545-600	23	17	37	4	81
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	133	64	154	13	364
315-415	132	56	158	14	360
330-430	143	53	140	12	348
345-445	134	43	107	12	296
400-500	114	49	122	11	296
415-515	114	50	136	11	311
430-530	109	57	150	13	329
445-545	98	72	167	13	350
500-600	93	73	169	12	347

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	1	2	1	5
315-330	0	0	5	3	8
330-345	0	0	2	3	5
345-400	2	0	5	6	13
400-415	0	0	2	2	4
415-430	1	1	5	1	8
430-445	2	0	8	3	13
445-500	1	1	2	5	9
500-515	1	0	7	2	10
515-530	0	0	1	3	4
530-545	0	0	5	3	8
545-600	0	0	4	4	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	3	1	14	13	31
315-415	2	0	14	14	30
330-430	3	1	14	12	30
345-445	5	1	20	12	38
400-500	4	2	17	11	34
415-515	5	2	22	11	40
430-530	4	1	18	13	36
445-545	2	1	15	13	31
500-600	1	0	17	12	30

Location ID: 89
North/South: Highland Avenue
East/West: Santa Monica Boulevard

Date: 02/12/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	44	276	13	13	282	37	13	203	3	9	129	7	1029
07:15	47	309	18	10	250	44	19	219	8	4	115	16	1059
07:30	43	276	13	14	250	36	18	244	9	7	151	22	1083
07:45	41	308	14	11	274	61	21	275	3	3	186	14	1211
08:00	44	277	28	10	285	57	11	227	16	4	180	21	1160
08:15	53	325	18	10	270	53	18	319	11	10	211	24	1322
08:30	40	334	18	10	260	47	12	283	6	6	231	29	1276
08:45	50	306	18	8	273	47	29	278	6	11	195	29	1250
09:00	50	323	15	9	267	54	34	208	15	10	190	24	1199
09:15	40	289	24	13	262	48	27	277	10	7	205	17	1219
09:30	39	298	34	15	261	58	33	256	12	10	188	30	1234
09:45	48	261	21	14	245	48	29	276	10	11	175	27	1165

Total Volume:	539	3582	234	137	3179	590	264	3065	109	92	2156	260	14207
Approach %	12%	82%	5%	4%	81%	15%	8%	89%	3%	4%	86%	10%	

Peak Hr Begin:	8:15												
PHV	193	1288	69	37	1070	201	93	1088	38	37	827	106	5047
PHF	0.979			0.982			0.876			0.912			0.954

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	45	251	21	19	241	39	43	246	12	12	304	39	1272
15:15	34	274	20	19	212	30	48	248	14	13	238	43	1193
15:30	31	287	18	11	234	36	47	221	10	21	285	30	1231
15:45	31	279	19	21	225	25	59	173	21	13	284	31	1181
16:00	32	250	26	18	206	34	43	156	14	14	294	23	1110
16:15	35	277	27	19	207	31	41	157	16	11	288	39	1148
16:30	41	282	16	15	197	28	42	219	15	12	296	29	1192
16:45	53	299	21	15	185	32	43	213	23	9	298	38	1229
17:00	29	281	26	31	224	30	49	231	18	7	284	31	1241
17:15	42	289	19	18	234	38	62	225	17	9	292	42	1287
17:30	33	287	19	17	231	44	52	234	11	10	289	36	1263
17:45	23	297	16	13	230	32	56	226	15	14	284	37	1243

Total Volume:	429	3353	248	216	2626	399	585	2549	186	145	3436	418	14590
Approach %	11%	83%	6%	7%	81%	12%	18%	77%	6%	4%	86%	10%	

Peak Hr Begin:	17:00												
PHV	127	1154	80	79	919	144	219	916	61	40	1149	146	5034
PHF	0.972			0.978			0.984			0.973			0.978

	Pedestrians			
Leg:	North	East	South	West
07:00	11	14	3	2
07:15	9	7	8	30
07:30	18	10	6	12
07:45	14	15	11	23
08:00	12	16	4	4
08:15	20	17	4	5
08:30	19	5	12	9
08:45	12	14	4	2
09:00	9	9	11	4
09:15	11	16	8	3
09:30	14	9	6	7
09:45	8	17	5	5

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	1	0
07:30	1	0	2	0
07:45	1	0	1	0
08:00	0	1	1	0
08:15	1	0	0	0
08:30	1	0	1	0
08:45	1	1	0	0
09:00	0	1	1	0
09:15	0	0	2	0
09:30	0	0	1	0
09:45	1	0	4	0

	Pedestrians			
Leg:	North	East	South	West
15:00	19	12	12	20
15:15	26	30	26	10
15:30	17	27	19	18
15:45	19	19	15	17
16:00	21	18	19	12
16:15	19	21	17	11
16:30	24	23	12	17
16:45	17	19	17	10
17:00	15	14	9	14
17:15	21	18	15	7
17:30	22	32	16	8
17:45	22	26	19	10

	Bicycle			
Leg:	North	East	South	West
15:00	0	1	2	0
15:15	1	3	2	0
15:30	2	5	1	0
15:45	2	3	0	0
16:00	1	2	1	0
16:15	0	0	2	0
16:30	1	4	3	0
16:45	1	2	2	0
17:00	0	2	0	0
17:15	5	4	2	0
17:30	3	4	2	0
17:45	1	2	3	0

Location ID: 90
North/South: Las Palmas Avenue
East/West: Santa Monica Boulevard

Date: 02/12/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	13	6	3	7	303	20	3	7	4	11	135	5	517
07:15	6	13	7	5	301	27	8	4	7	6	138	5	527
07:30	20	13	10	12	298	36	18	6	8	10	168	4	603
07:45	14	25	3	4	315	34	25	12	11	17	175	4	639
08:00	18	11	17	13	324	26	5	17	7	6	208	6	658
08:15	20	13	15	13	316	29	2	15	6	9	223	6	667
08:30	18	23	12	13	310	29	4	15	5	7	239	7	682
08:45	16	18	10	11	301	33	5	16	8	6	238	8	670
09:00	11	23	12	5	320	28	8	7	7	10	223	10	664
09:15	14	15	12	9	312	30	8	8	3	11	224	9	655
09:30	21	16	14	16	302	38	11	12	6	16	227	7	686
09:45	15	20	9	11	275	38	9	17	5	17	201	6	623
Total Volume:	186	196	124	119	3677	368	106	136	77	126	2399	77	7591
Approach %	37%	39%	25%	3%	88%	9%	33%	43%	24%	5%	92%	3%	
Peak Hr Begin:	8:15												
PHV	65	77	49	42	1247	119	19	53	26	32	923	31	2683
PHF	0.901			0.983			0.845			0.974			0.984

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	8	12	17	21	289	23	16	27	6	17	311	7	754
15:15	6	22	13	24	267	27	20	23	15	17	299	5	738
15:30	14	15	12	15	251	15	20	30	12	7	320	7	718
15:45	12	18	13	20	272	23	21	29	9	12	328	20	777
16:00	16	21	16	19	228	29	18	41	9	10	304	17	728
16:15	14	20	11	19	269	23	27	37	14	15	331	23	803
16:30	8	19	9	23	234	23	20	26	6	14	321	16	719
16:45	7	12	10	16	234	18	14	28	6	13	314	14	686
17:00	11	25	9	7	258	18	25	36	12	5	324	27	757
17:15	11	27	12	19	252	12	19	30	12	3	338	20	755
17:30	13	30	15	8	239	12	19	26	14	7	337	7	727
17:45	8	17	9	9	266	16	28	30	18	6	343	20	770
Total Volume:	128	238	146	200	3059	239	247	363	133	126	3870	183	8932
Approach %	25%	46%	29%	6%	87%	7%	33%	49%	18%	3%	93%	4%	
Peak Hr Begin:	15:45												
PHV	50	78	49	81	1003	98	86	133	38	51	1284	76	3027
PHF	0.835			0.938			0.824			0.956			0.942

	Pedestrians			
Leg:	North	East	South	West
07:00	4	2	2	7
07:15	17	1	2	20
07:30	27	16	14	35
07:45	17	7	10	23
08:00	9	4	6	7
08:15	8	3	3	12
08:30	13	5	2	6
08:45	19	7	7	10
09:00	9	12	6	12
09:15	7	16	6	8
09:30	7	12	11	16
09:45	6	7	6	10

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	1	0	0
07:30	0	1	0	0
07:45	1	2	0	0
08:00	0	0	2	0
08:15	0	1	0	0
08:30	0	2	0	0
08:45	0	2	0	0
09:00	1	1	0	0
09:15	0	0	0	0
09:30	2	0	0	0
09:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	14	14	20	15
15:15	27	29	31	117
15:30	13	18	23	20
15:45	4	21	12	5
16:00	11	29	6	15
16:15	9	23	25	8
16:30	5	14	18	8
16:45	16	22	15	13
17:00	9	14	18	9
17:15	15	20	28	20
17:30	7	8	23	21
17:45	11	11	19	26

	Bicycle			
Leg:	North	East	South	West
15:00	1	2	1	0
15:15	0	1	0	0
15:30	0	1	0	0
15:45	0	4	1	0
16:00	0	1	0	0
16:15	1	0	0	0
16:30	0	4	0	0
16:45	0	3	1	0
17:00	0	3	2	0
17:15	0	2	0	0
17:30	0	4	0	0
17:45	0	2	0	0

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

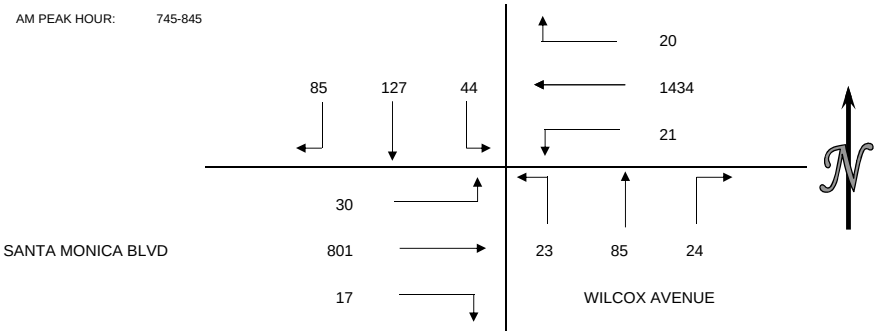
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILCOX AVENUE
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	10	8	8	1	365	1	2	3	1	4	141	3	547
715-730	20	14	9	6	339	2	4	7	6	2	165	6	580
730-745	18	21	13	4	341	3	4	11	5	2	177	9	608
745-800	30	30	9	6	379	1	9	18	8	4	196	11	701
800-815	18	20	17	5	338	0	7	18	3	2	205	7	640
815-830	15	38	8	6	367	9	4	27	4	5	210	4	697
830-845	22	39	10	3	350	11	4	22	8	6	190	8	673
845-900	20	40	15	7	349	4	4	34	5	2	187	7	674
900-915	17	22	16	9	326	7	3	32	6	4	197	10	649
915-930	21	32	9	7	318	7	8	29	3	7	207	12	660
930-945	19	43	16	5	355	5	4	33	1	6	193	11	691
945-1000	17	33	17	5	340	11	6	17	5	4	171	10	636
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	78	73	39	17	1424	7	19	39	20	12	679	29	2436
715-815	86	85	48	21	1397	6	24	54	22	10	743	33	2529
730-830	81	109	47	21	1425	13	24	74	20	13	788	31	2646
745-845	85	127	44	20	1434	21	24	85	23	17	801	30	2711
800-900	75	137	50	21	1404	24	19	101	20	15	792	26	2684
815-915	74	139	49	25	1392	31	15	115	23	17	784	29	2693
830-930	80	133	50	26	1343	29	19	117	22	19	781	37	2656
845-945	77	137	56	28	1348	23	19	128	15	19	784	40	2674
900-1000	74	130	58	26	1339	30	21	111	15	21	768	43	2636

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	3	8	1	14
715-730	4	5	8	6	23
730-745	11	5	13	11	40
745-800	4	10	2	0	16
800-815	9	9	7	3	28
815-830	8	1	6	8	23
830-845	5	3	3	3	14
854-900	8	7	13	8	36
900-915	8	7	9	4	28
915-930	10	9	7	4	30
930-945	5	9	15	12	41
945-1000	6	8	9	14	37
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	21	23	31	18	93
715-815	28	29	30	20	107
730-830	32	25	28	22	107
745-845	26	23	18	14	81
800-900	30	20	29	22	101
815-915	29	18	31	23	101
830-930	31	26	32	19	108
845-945	31	32	44	28	135
900-1000	29	33	40	34	136

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	1	0	3	1	5
730-745	2	0	1	0	3
745-800	2	1	4	0	7
800-815	5	1	1	0	7
815-830	2	0	0	1	3
830-845	0	0	1	0	1
845-900	3	1	2	1	7
900-915	3	4	1	0	8
915-930	2	0	0	0	2
930-945	0	1	3	1	5
945-1000	1	1	3	1	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	1	9	1	16
715-815	10	2	9	1	22
730-830	11	2	6	1	20
745-845	9	2	6	1	18
800-900	10	2	4	2	18
815-915	8	5	4	2	19
830-930	8	5	4	1	18
845-945	8	6	6	2	22
900-1000	6	6	7	2	21

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

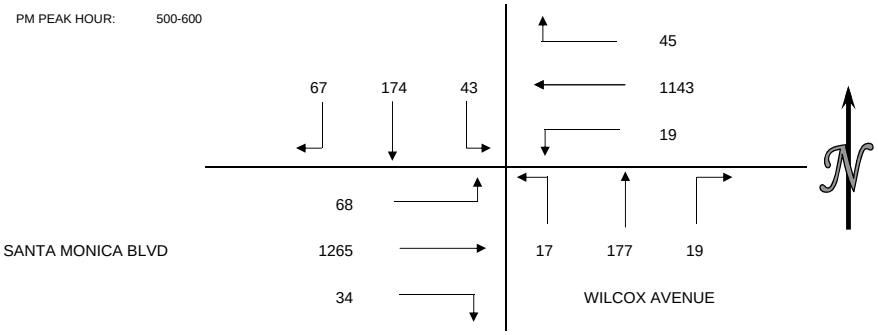
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00PM TO 6;00PM
INTERSECTION: N/S WILCOX AVENUE
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	11	26	16	5	307	5	2	31	1	8	303	20	735
315-330	21	28	10	12	295	3	10	39	7	7	289	26	747
330-345	16	34	17	7	276	4	7	39	4	4	315	17	740
345-400	15	28	6	10	289	6	7	44	3	4	332	17	761
400-415	22	40	8	11	280	4	8	22	3	6	321	27	752
415-430	12	42	8	8	260	7	7	47	7	9	310	23	740
430-445	23	35	5	9	257	7	4	48	8	6	310	21	733
445-500	19	53	8	7	281	6	6	31	5	1	299	21	737
500-515	17	54	13	15	273	5	7	64	3	9	308	19	787
515-530	15	38	15	11	281	3	3	33	4	9	332	8	752
530-545	14	44	9	9	296	9	4	46	9	9	310	18	777
545-600	21	38	6	10	293	2	5	34	1	7	315	23	755
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	63	116	49	34	1167	18	26	153	15	23	1239	80	2983
315-415	74	130	41	40	1140	17	32	144	17	21	1257	87	3000
330-430	65	144	39	36	1105	21	29	152	17	23	1278	84	2993
345-445	72	145	27	38	1086	24	26	161	21	25	1273	88	2986
400-500	76	170	29	35	1078	24	25	148	23	22	1240	92	2962
415-515	71	184	34	39	1071	25	24	190	23	25	1227	84	2997
430-530	74	180	41	42	1092	21	20	176	20	25	1249	69	3009
445-545	65	189	45	42	1131	23	20	174	21	28	1249	66	3053
500-600	67	174	43	45	1143	19	19	177	17	34	1265	68	3071

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	12	8	13	2	35
315-330	9	11	18	0	38
330-345	19	10	24	6	59
345-400	11	8	11	2	32
400-415	14	5	9	2	30
415-430	12	6	12	2	32
430-445	4	4	8	2	18
445-500	7	6	15	2	30
500-515	9	10	18	3	40
515-530	11	8	12	2	33
530-545	7	11	10	2	30
545-600	8	8	14	1	31
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	51	37	66	10	164
315-415	53	34	62	10	159
330-430	56	29	56	12	153
345-445	41	23	40	8	112
400-500	37	21	44	8	110
415-515	32	26	53	9	120
430-530	31	28	53	9	121
445-545	34	35	55	9	133
500-600	35	37	54	8	134

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	4	0	6
315-330	0	0	5	0	5
330-345	6	0	1	1	8
345-400	2	1	1	1	5
400-415	2	0	1	0	3
415-430	2	0	4	1	7
430-445	2	0	1	0	3
445-500	2	0	5	3	10
500-515	3	0	2	3	8
515-530	2	0	6	1	9
530-545	2	2	5	1	10
545-600	1	3	3	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	10	1	11	2	24
315-415	10	1	8	2	21
330-430	12	1	7	3	23
345-445	8	1	7	2	18
400-500	8	0	11	4	23
415-515	9	0	12	7	28
430-530	9	0	14	7	30
445-545	9	2	18	8	37
500-600	8	5	16	5	34

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

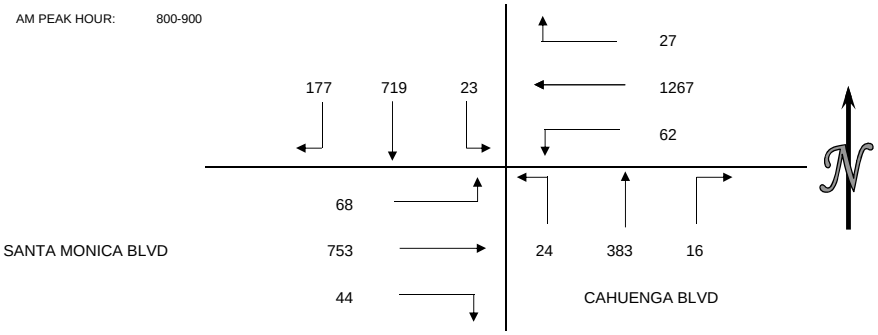
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BLVD
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	30	92	4	1	320	14	3	29	2	2	132	12	641
715-730	40	127	7	2	317	11	2	47	3	2	164	14	736
730-745	39	135	7	2	322	11	3	50	12	7	200	8	796
745-800	45	189	3	7	300	10	6	78	11	11	183	20	863
800-815	55	182	6	8	318	20	3	94	3	15	209	11	924
815-830	37	183	3	9	307	12	5	96	8	12	193	23	888
830-845	48	164	9	2	339	15	1	95	7	5	174	15	874
845-900	37	190	5	8	303	15	7	98	6	12	177	19	877
900-915	38	148	6	6	325	19	8	86	1	16	181	19	853
915-930	36	146	8	7	296	18	7	101	3	4	192	10	828
930-945	43	155	10	6	304	23	5	79	9	7	188	19	848
945-1000	47	131	6	14	293	18	7	92	1	8	179	16	812
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	154	543	21	12	1259	46	14	204	28	22	679	54	3036
715-815	179	633	23	19	1257	52	14	269	29	35	756	53	3319
730-830	176	689	19	26	1247	53	17	318	34	45	785	62	3471
745-845	185	718	21	26	1264	57	15	363	29	43	759	69	3549
800-900	177	719	23	27	1267	62	16	383	24	44	753	68	3563
815-915	160	685	23	25	1274	61	21	375	22	45	725	76	3492
830-930	159	648	28	23	1263	67	23	380	17	37	724	63	3432
845-945	154	639	29	27	1228	75	27	364	19	39	738	67	3406
900-1000	164	580	30	33	1218	78	27	358	14	35	740	64	3341

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	4	2	7
715-730	8	1	8	2	19
730-745	9	14	12	2	37
745-800	5	7	9	2	23
800-815	10	10	12	4	36
815-830	1	1	9	1	12
830-845	6	7	9	1	23
854-900	5	6	12	0	23
900-915	10	1	10	3	24
915-930	9	4	11	3	27
930-945	7	1	9	3	20
945-1000	6	12	10	1	29
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	23	22	33	8	86
715-815	32	32	41	10	115
730-830	25	32	42	9	108
745-845	22	25	39	8	94
800-900	22	24	42	6	94
815-915	22	15	40	5	82
830-930	30	18	42	7	97
845-945	31	12	42	9	94
900-1000	32	18	40	10	100

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	0	2
715-730	1	0	2	0	3
730-745	4	1	2	0	7
745-800	0	2	4	0	6
800-815	4	0	1	1	6
815-830	1	0	2	0	3
830-845	1	0	2	0	3
845-900	3	0	2	0	5
900-915	6	0	0	1	7
915-930	0	0	2	0	2
930-945	3	1	4	0	8
945-1000	1	0	2	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	3	9	0	18
715-815	9	3	9	1	22
730-830	9	3	9	1	22
745-845	6	2	9	1	18
800-900	9	0	7	1	17
815-915	11	0	6	1	18
830-930	10	0	6	1	17
845-945	12	1	8	1	22
900-1000	10	1	8	2	21

WILTEC

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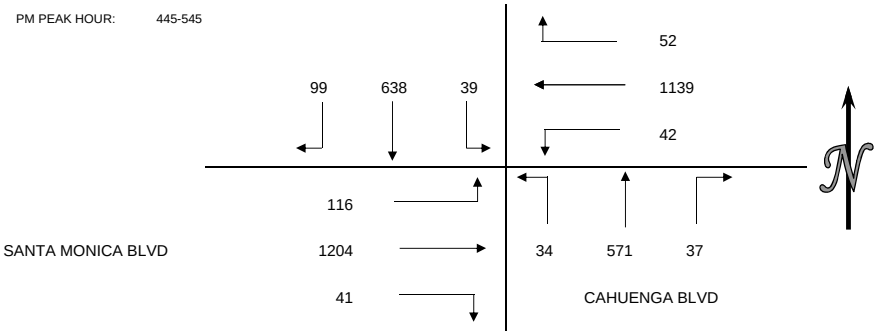
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BLVD
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	29	128	7	11	277	8	9	160	3	15	260	26	933
315-330	21	131	20	6	279	10	16	171	5	16	305	35	1015
330-345	21	169	15	9	254	16	6	122	12	14	271	21	930
345-400	22	143	9	15	268	15	10	109	9	13	283	32	928
400-415	29	164	13	18	233	16	13	111	3	17	283	36	936
415-430	24	126	11	12	247	14	13	172	11	10	273	38	951
430-445	19	129	13	13	258	14	7	144	6	12	290	31	936
445-500	22	154	8	6	307	9	5	126	9	16	277	34	973
500-515	30	140	14	17	265	11	8	174	8	10	308	29	1014
515-530	21	155	8	19	253	11	6	138	10	8	313	35	977
530-545	26	189	9	10	314	11	18	133	7	7	306	18	1048
545-600	37	161	6	21	265	10	6	146	6	10	265	27	960
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	93	571	51	41	1078	49	41	562	29	58	1119	114	3806
315-415	93	607	57	48	1034	57	45	513	29	60	1142	124	3809
330-430	96	602	48	54	1002	61	42	514	35	54	1110	127	3745
345-445	94	562	46	58	1006	59	43	536	29	52	1129	137	3751
400-500	94	573	45	49	1045	53	38	553	29	55	1123	139	3796
415-515	95	549	46	48	1077	48	33	616	34	48	1148	132	3874
430-530	92	578	43	55	1083	45	26	582	33	46	1188	129	3900
445-545	99	638	39	52	1139	42	37	571	34	41	1204	116	4012
500-600	114	645	37	67	1097	43	38	591	31	35	1192	109	3999

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	17	5	20	4	46
315-330	7	3	23	10	43
330-345	11	5	29	8	53
345-400	27	7	9	2	45
400-415	9	1	3	7	20
415-430	5	3	11	8	27
430-445	4	6	13	4	27
445-500	11	2	8	4	25
500-515	12	4	11	6	33
515-530	7	4	11	5	27
530-545	2	5	6	5	18
545-600	11	4	9	3	27
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	62	20	81	24	187
315-415	54	16	64	27	161
330-430	52	16	52	25	145
345-445	45	17	36	21	119
400-500	29	12	35	23	99
415-515	32	15	43	22	112
430-530	34	16	43	19	112
445-545	32	15	36	20	103
500-600	32	17	37	19	105

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	5	0	6
315-330	0	0	5	0	5
330-345	6	1	0	1	8
345-400	1	0	1	1	3
400-415	1	0	3	0	4
415-430	1	0	6	1	8
430-445	3	0	3	1	7
445-500	1	0	6	1	8
500-515	1	0	8	1	10
515-530	3	0	4	1	8
530-545	2	0	6	1	9
545-600	1	1	5	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	8	1	11	2	22
315-415	8	1	9	2	20
330-430	9	1	10	3	23
345-445	6	0	13	3	22
400-500	6	0	18	3	27
415-515	6	0	23	4	33
430-530	8	0	21	4	33
445-545	7	0	24	4	35
500-600	7	1	23	3	34

WILTEC

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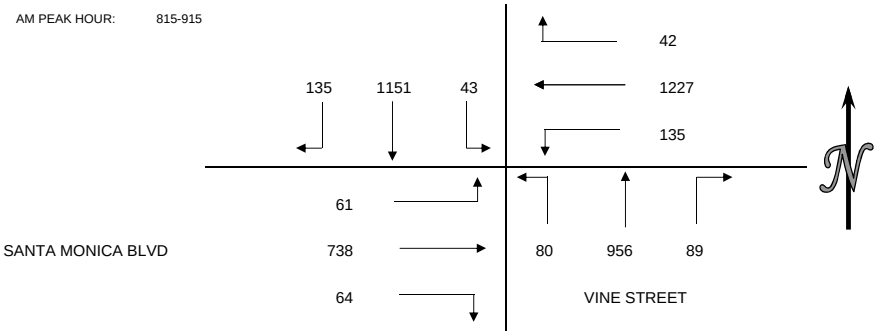
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S VINE STREET
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	17	216	9	10	317	19	8	148	16	8	160	7	935
715-730	23	280	11	5	334	25	9	169	10	6	204	5	1081
730-745	22	285	10	6	295	22	14	158	15	13	193	9	1042
745-800	23	289	6	6	303	22	17	194	14	11	188	14	1087
800-815	34	293	5	11	290	33	15	209	22	5	174	13	1104
815-830	25	298	12	9	306	39	27	235	14	22	208	13	1208
830-845	47	302	10	8	291	32	18	243	15	13	186	13	1178
845-900	32	265	10	10	329	30	21	223	22	17	172	18	1149
900-915	31	286	11	15	301	34	23	255	29	12	172	17	1186
915-930	32	270	11	16	279	40	19	213	22	16	182	16	1116
930-945	33	307	16	18	304	36	22	205	15	15	202	18	1191
945-1000	31	239	10	14	268	36	22	192	23	21	172	13	1041
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	85	1070	36	27	1249	88	48	669	55	38	745	35	4145
715-815	102	1147	32	28	1222	102	55	730	61	35	759	41	4314
730-830	104	1165	33	32	1194	116	73	796	65	51	763	49	4441
745-845	129	1182	33	34	1190	126	77	881	65	51	756	53	4577
800-900	138	1158	37	38	1216	134	81	910	73	57	740	57	4639
815-915	135	1151	43	42	1227	135	89	956	80	64	738	61	4721
830-930	142	1123	42	49	1200	136	81	934	88	58	712	64	4629
845-945	128	1128	48	59	1213	140	85	896	88	60	728	69	4642
900-1000	127	1102	48	63	1152	146	86	865	89	64	728	64	4534

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	10	10	11	13	44
715-730	21	14	17	29	81
730-745	19	30	32	44	125
745-800	22	21	25	41	109
800-815	18	14	25	47	104
815-830	6	16	15	20	57
830-845	19	17	12	17	65
854-900	17	10	22	13	62
900-915	4	15	24	15	58
915-930	15	23	26	12	76
930-945	16	19	18	16	69
945-1000	15	22	27	20	84
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	72	75	85	127	359
715-815	80	79	99	161	419
730-830	65	81	97	152	395
745-845	65	68	77	125	335
800-900	60	57	74	97	288
815-915	46	58	73	65	242
830-930	55	65	84	57	261
845-945	52	67	90	56	265
900-1000	50	79	95	63	287

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	1	0	2
715-730	1	0	2	1	4
730-745	1	3	2	2	8
745-800	4	2	1	4	11
800-815	2	0	2	1	5
815-830	6	4	2	4	16
830-845	3	4	2	1	10
845-900	2	3	4	3	12
900-915	4	1	3	3	11
915-930	2	3	2	1	8
930-945	4	3	4	3	14
945-1000	3	1	2	1	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	6	6	7	25
715-815	8	5	7	8	28
730-830	13	9	7	11	40
745-845	15	10	7	10	42
800-900	13	11	10	9	43
815-915	15	12	11	11	49
830-930	11	11	11	8	41
845-945	12	10	13	10	45
900-1000	13	8	11	8	40

WILTEC

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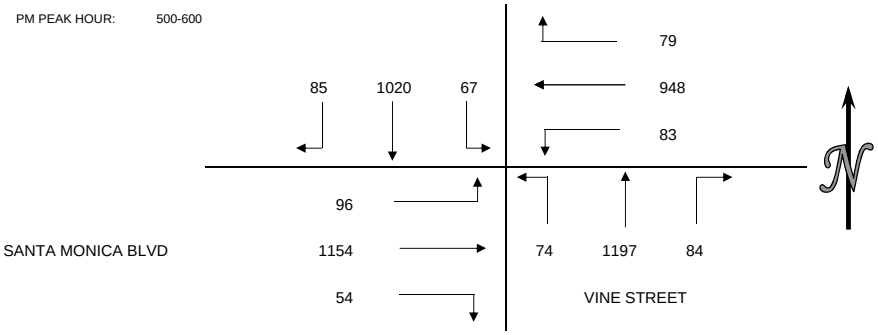
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S VINE STREET
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	26	215	17	15	270	25	19	225	23	14	272	33	1154
315-330	30	250	16	24	232	25	22	257	26	15	255	32	1184
330-345	24	219	17	18	264	29	20	241	16	16	307	24	1195
345-400	25	240	15	24	251	18	28	263	19	15	264	22	1184
400-415	25	258	10	25	216	23	26	292	10	7	298	23	1213
415-430	22	256	13	23	252	28	42	310	12	19	281	24	1282
430-445	27	250	15	16	222	16	23	273	16	17	252	23	1150
445-500	24	248	9	19	287	19	25	269	21	14	250	24	1209
500-515	28	251	14	24	210	18	17	300	19	15	278	19	1193
515-530	18	232	15	21	236	19	26	303	21	13	297	25	1226
530-545	23	292	18	19	267	23	18	267	13	17	320	24	1301
545-600	16	245	20	15	235	23	23	327	21	9	259	28	1221
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	105	924	65	81	1017	97	89	986	84	60	1098	111	4717
315-415	104	967	58	91	963	95	96	1053	71	53	1124	101	4776
330-430	96	973	55	90	983	98	116	1106	57	57	1150	93	4874
345-445	99	1004	53	88	941	85	119	1138	57	58	1095	92	4829
400-500	98	1012	47	83	977	86	116	1144	59	57	1081	94	4854
415-515	101	1005	51	82	971	81	107	1152	68	65	1061	90	4834
430-530	97	981	53	80	955	72	91	1145	77	59	1077	91	4778
445-545	93	1023	56	83	1000	79	86	1139	74	59	1145	92	4929
500-600	85	1020	67	79	948	83	84	1197	74	54	1154	96	4941

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	23	28	24	20	95
315-330	25	24	32	13	94
330-345	27	46	31	27	131
345-400	22	37	27	22	108
400-415	19	31	37	33	120
415-430	22	29	32	20	103
430-445	15	30	29	28	102
445-500	23	20	39	32	114
500-515	30	20	38	47	135
515-530	16	37	22	21	96
530-545	35	27	22	26	110
545-600	16	31	29	24	100
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	97	135	114	82	428
315-415	93	138	127	95	453
330-430	90	143	127	102	462
345-445	78	127	125	103	433
400-500	79	110	137	113	439
415-515	90	99	138	127	454
430-530	84	107	128	128	447
445-545	104	104	121	126	455
500-600	97	115	111	118	441

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	4	2	7
315-330	2	5	5	2	14
330-345	2	1	3	3	9
345-400	3	2	4	2	11
400-415	7	3	3	7	20
415-430	4	3	7	5	19
430-445	4	1	9	4	18
445-500	6	6	8	1	21
500-515	3	3	10	4	20
515-530	3	0	5	1	9
530-545	2	3	2	4	11
545-600	2	5	6	0	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	8	8	16	9	41
315-415	14	11	15	14	54
330-430	16	9	17	17	59
345-445	18	9	23	18	68
400-500	21	13	27	17	78
415-515	17	13	34	14	78
430-530	16	10	32	10	68
445-545	14	12	25	10	61
500-600	10	11	23	9	53

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

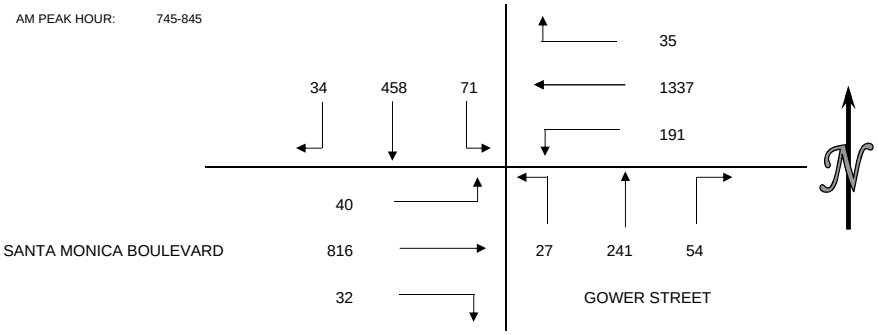
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S GOWER STREET
E/W SANTA MONICA BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	11	93	18	7	283	27	12	30	2	10	130	4	627
715-730	9	89	22	6	334	18	13	41	5	7	166	11	721
730-745	11	101	18	7	329	26	10	46	2	7	200	9	766
745-800	10	122	13	8	360	57	12	51	5	7	205	11	861
800-815	9	108	16	14	340	52	16	66	6	8	198	9	842
815-830	5	124	24	7	329	41	13	48	12	10	217	8	838
830-845	10	104	18	6	308	41	13	76	4	7	196	12	795
845-900	9	124	19	16	346	39	17	51	9	10	190	15	845
900-915	12	104	17	13	294	68	14	67	5	12	200	13	819
915-930	10	103	12	17	332	59	6	52	3	4	180	9	787
930-945	18	97	9	13	309	27	17	51	6	4	198	14	763
945-1000	7	92	13	8	318	43	14	64	4	11	209	14	797
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	41	405	71	28	1306	128	47	168	14	31	701	35	2975
715-815	39	420	69	35	1363	153	51	204	18	29	769	40	3190
730-830	35	455	71	36	1358	176	51	211	25	32	820	37	3307
745-845	34	458	71	35	1337	191	54	241	27	32	816	40	3336
800-900	33	460	77	43	1323	173	59	241	31	35	801	44	3320
815-915	36	456	78	42	1277	189	57	242	30	39	803	48	3297
830-930	41	435	66	52	1280	207	50	246	21	33	766	49	3246
845-945	49	428	57	59	1281	193	54	221	23	30	768	51	3214
900-1000	47	396	51	51	1253	197	51	234	18	31	787	50	3166

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	7	8	4	22
715-730	7	6	11	7	31
730-745	4	6	9	5	24
745-800	9	14	16	2	41
800-815	12	4	11	8	35
815-830	4	9	19	6	38
830-845	12	2	3	15	32
854-900	4	5	5	5	19
900-915	3	5	10	8	26
915-930	12	4	8	12	36
930-945	7	7	11	4	29
945-1000	7	8	14	15	44
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	23	33	44	18	118
715-815	32	30	47	22	131
730-830	29	33	55	21	138
745-845	37	29	49	31	146
800-900	32	20	38	34	124
815-915	23	21	37	34	115
830-930	31	16	26	40	113
845-945	26	21	34	29	110
900-1000	29	24	43	39	135

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	2	4
715-730	2	0	1	1	4
730-745	2	1	3	0	6
745-800	3	1	2	2	8
800-815	0	0	2	0	2
815-830	4	0	0	2	6
830-845	0	1	2	3	6
845-900	3	0	0	0	3
900-915	4	2	0	1	7
915-930	1	1	2	2	6
930-945	3	0	3	0	6
945-1000	5	0	1	2	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	9	2	6	5	22
715-815	7	2	8	3	20
730-830	9	2	7	4	22
745-845	7	2	6	7	22
800-900	7	1	4	5	17
815-915	11	3	2	6	22
830-930	8	4	4	6	22
845-945	11	3	5	3	22
900-1000	13	3	6	5	27

WILTEC

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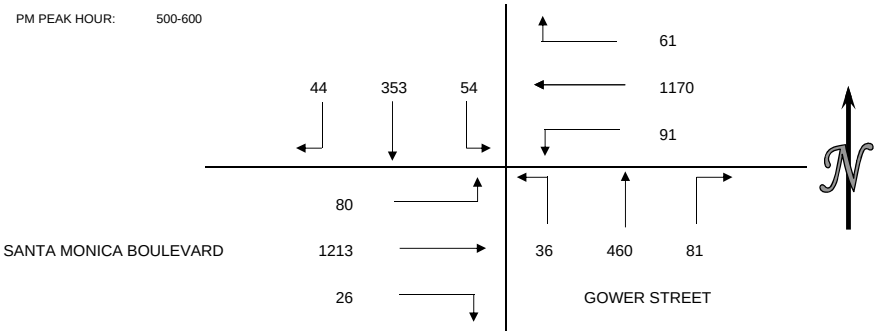
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S GOWER STREET
E/W SANTA MONICA BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	16	72	16	15	277	25	22	83	5	9	276	18	834
315-330	14	97	19	12	259	26	22	89	7	10	283	12	850
330-345	10	86	18	13	303	23	21	99	5	5	316	20	919
345-400	13	57	19	6	252	23	18	87	6	4	309	24	818
400-415	16	91	15	16	226	28	11	101	8	7	300	26	845
415-430	11	72	12	13	271	20	21	98	7	4	289	17	835
430-445	12	87	12	14	285	22	16	110	9	6	292	19	884
445-500	15	94	7	12	311	25	32	104	1	8	274	17	900
500-515	12	82	15	18	276	24	16	112	12	4	291	28	890
515-530	14	78	12	22	299	23	15	100	9	9	313	17	911
530-545	8	108	8	7	277	21	19	129	6	7	298	21	909
545-600	10	85	19	14	318	23	31	119	9	6	311	14	959
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	53	312	72	46	1091	97	83	358	23	28	1184	74	3421
315-415	53	331	71	47	1040	100	72	376	26	26	1208	82	3432
330-430	50	306	64	48	1052	94	71	385	26	20	1214	87	3417
345-445	52	307	58	49	1034	93	66	396	30	21	1190	86	3382
400-500	54	344	46	55	1093	95	80	413	25	25	1155	79	3464
415-515	50	335	46	57	1143	91	85	424	29	22	1146	81	3509
430-530	53	341	46	66	1171	94	79	426	31	27	1170	81	3585
445-545	49	362	42	59	1163	93	82	445	28	28	1176	83	3610
500-600	44	353	54	61	1170	91	81	460	36	26	1213	80	3669

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	15	8	18	11	52
315-330	11	11	25	17	64
330-345	15	4	23	13	55
345-400	2	6	24	11	43
400-415	10	13	22	7	52
415-430	12	7	12	12	43
430-445	10	8	15	8	41
445-500	9	2	14	13	38
500-515	9	6	13	12	40
515-530	7	2	8	12	29
530-545	11	3	14	11	39
545-600	20	8	20	7	55
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	43	29	90	52	214
315-415	38	34	94	48	214
330-430	39	30	81	43	193
345-445	34	34	73	38	179
400-500	41	30	63	40	174
415-515	40	23	54	45	162
430-530	35	18	50	45	148
445-545	36	13	49	48	146
500-600	47	19	55	42	163

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	1	3	1	8
315-330	1	1	3	0	5
330-345	1	0	2	3	6
345-400	1	0	7	3	11
400-415	5	1	5	2	13
415-430	1	0	4	2	7
430-445	2	0	8	0	10
445-500	3	0	8	1	12
500-515	3	0	10	2	15
515-530	2	1	4	2	9
530-545	0	1	3	1	5
545-600	2	0	3	1	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	6	2	15	7	30
315-415	8	2	17	8	35
330-430	8	1	18	10	37
345-445	9	1	24	7	41
400-500	11	1	25	5	42
415-515	9	0	30	5	44
430-530	10	1	30	5	46
445-545	8	2	25	6	41
500-600	7	2	20	6	35

WILTEC

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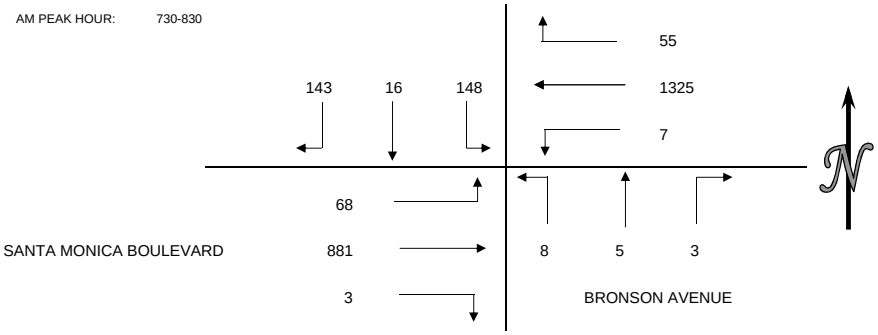
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY NOVEMBER 5, 2013
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BRONSON AVENUE
E/W SANTA MONICA BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	22	0	35	9	327	0	0	0	0	4	188	8	593
715-730	35	0	41	22	323	1	0	0	1	0	194	11	628
730-745	38	6	52	22	330	0	0	0	2	0	234	10	694
745-800	36	4	36	8	331	1	0	2	1	1	222	18	660
800-815	33	4	23	14	340	2	0	2	2	2	212	21	655
815-830	36	2	37	11	324	4	3	1	3	0	213	19	653
830-845	55	6	39	5	316	5	0	2	2	3	222	17	672
845-900	45	3	31	3	313	7	0	0	1	8	196	15	622
900-915	44	5	18	14	314	6	2	1	0	3	197	12	616
915-930	31	5	27	7	312	3	2	1	5	2	167	16	578
930-945	30	8	29	6	315	6	2	1	1	4	187	13	602
945-1000	37	4	25	3	294	3	3	0	1	6	186	15	577
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	131	10	164	61	1311	2	0	2	4	5	838	47	2575
715-815	142	14	152	66	1324	4	0	4	6	3	862	60	2637
730-830	143	16	148	55	1325	7	3	5	8	3	881	68	2662
745-845	160	16	135	38	1311	12	3	7	8	6	869	75	2640
800-900	169	15	130	33	1293	18	3	5	8	13	843	72	2602
815-915	180	16	125	33	1267	22	5	4	6	14	828	63	2563
830-930	175	19	115	29	1255	21	4	4	8	16	782	60	2488
845-945	150	21	105	30	1254	22	6	3	7	17	747	56	2418
900-1000	142	22	99	30	1235	18	9	3	7	15	737	56	2373

AM PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	8	5	1	0	14
715-730	16	10	5	0	31
730-745	38	13	7	0	58
745-800	37	15	7	0	59
800-815	16	16	7	0	39
815-830	6	3	2	0	11
830-845	3	10	5	0	18
854-900	7	9	5	0	21
900-915	4	3	8	0	15
915-930	7	4	3	1	15
930-945	6	0	2	0	8
945-1000	8	3	3	1	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	99	43	20	0	162
715-815	107	54	26	0	187
730-830	97	47	23	0	167
745-845	62	44	21	0	127
800-900	32	38	19	0	89
815-915	20	25	20	0	65
830-930	21	26	21	1	69
845-945	24	16	18	1	59
900-1000	25	10	16	2	53

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	2	0	3
715-730	3	0	2	0	5
730-745	8	1	3	0	12
745-800	2	0	2	0	4
800-815	4	1	2	0	7
815-830	0	0	2	0	2
830-845	2	0	1	0	3
845-900	4	0	1	0	5
900-915	1	1	0	0	2
915-930	1	0	1	0	2
930-945	2	0	2	0	4
945-1000	4	0	2	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	14	1	9	0	24
715-815	17	2	9	0	28
730-830	14	2	9	0	25
745-845	8	1	7	0	16
800-900	10	1	6	0	17
815-915	7	1	4	0	12
830-930	8	1	3	0	12
845-945	8	1	4	0	13
900-1000	8	1	5	0	14

WILTEC

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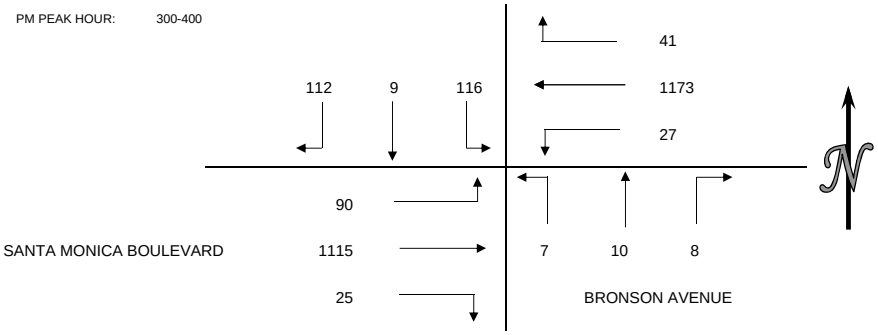
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY NOVEMBER 5, 2013
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S BRONSON AVENUE
E/W SANTA MONICA BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	30	2	26	10	282	12	2	3	3	3	283	23	679
315-330	33	3	36	9	304	4	1	3	3	4	286	23	709
330-345	29	2	27	8	296	6	2	2	0	10	272	19	673
345-400	20	2	27	14	291	5	3	2	1	8	274	25	672
400-415	26	9	25	5	278	8	6	3	1	4	281	15	661
415-430	28	6	22	10	254	9	4	2	3	5	247	25	615
430-445	28	6	19	11	241	7	1	2	2	5	295	22	639
445-500	39	9	24	14	252	8	7	4	3	3	266	35	664
500-515	28	8	16	21	283	6	6	1	3	4	242	28	646
515-530	23	7	24	9	281	6	3	3	5	7	289	17	674
530-545	38	6	36	15	232	7	3	3	2	2	277	26	647
545-600	43	10	16	21	274	7	4	2	2	1	280	31	691
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	112	9	116	41	1173	27	8	10	7	25	1115	90	2733
315-415	108	16	115	36	1169	23	12	10	5	26	1113	82	2715
330-430	103	19	101	37	1119	28	15	9	5	27	1074	84	2621
345-445	102	23	93	40	1064	29	14	9	7	22	1097	87	2587
400-500	121	30	90	40	1025	32	18	11	9	17	1089	97	2579
415-515	123	29	81	56	1030	30	18	9	11	17	1050	110	2564
430-530	118	30	83	55	1057	27	17	10	13	19	1092	102	2623
445-545	128	30	100	59	1048	27	19	11	13	16	1074	106	2631
500-600	132	31	92	66	1070	26	16	9	12	14	1088	102	2658

PM PEAK HOUR: 300-400



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	17	13	13	0	43
315-330	15	17	13	1	46
330-345	5	8	5	0	18
345-400	14	8	12	0	34
400-415	8	9	8	0	25
415-430	11	12	10	1	34
430-445	15	14	14	0	43
445-500	17	20	13	0	50
500-515	20	22	20	0	62
515-530	17	15	22	0	54
530-545	18	18	19	0	55
545-600	20	9	18	0	47
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	51	46	43	1	141
315-415	42	42	38	1	123
330-430	38	37	35	1	111
345-445	48	43	44	1	136
400-500	51	55	45	1	152
415-515	63	68	57	1	189
430-530	69	71	69	0	209
445-545	72	75	74	0	221
500-600	75	64	79	0	218

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	4	0	3	0	7
315-330	3	1	3	0	7
330-345	2	2	2	0	6
345-400	3	0	3	0	6
400-415	2	1	2	0	5
415-430	1	0	3	0	4
430-445	3	0	4	0	7
445-500	3	2	2	0	7
500-515	7	2	6	0	15
515-530	1	2	2	0	5
530-545	4	1	4	0	9
545-600	3	4	3	0	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	12	3	11	0	26
315-415	10	4	10	0	24
330-430	8	3	10	0	21
345-445	9	1	12	0	22
400-500	9	3	11	0	23
415-515	14	4	15	0	33
430-530	14	6	14	0	34
445-545	15	7	14	0	36
500-600	15	9	15	0	39

Turning Movement Count Report AM

Location ID: 3
North/South: Van Ness Avenue
East/West: Santa Monica Boulevard

Date: 01/19/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	10	64	5	3	337	10	17	32	5	24	173	6	686
7:15	19	55	0	2	334	13	29	65	2	12	184	6	721
7:30	21	62	1	1	306	11	44	100	5	23	210	8	792
7:45	39	84	0	6	240	5	66	92	2	29	229	12	804
8:00	33	94	1	9	310	12	53	101	7	33	211	13	877
8:15	22	112	1	4	344	13	22	65	5	28	203	6	825
8:30	19	130	0	8	294	23	12	46	2	29	226	4	793
8:45	27	110	1	4	322	25	15	60	3	49	191	7	814
9:00	27	114	1	2	334	17	17	49	8	44	179	3	795
9:15	30	124	2	1	346	18	6	42	14	25	205	7	820
9:30	28	94	0	3	347	13	7	40	11	27	200	3	773
9:45	19	88	4	6	338	15	6	38	10	18	197	5	744
Total Volume:	294	1131	16	49	3852	175	294	730	74	341	2408	80	9444
Approach %	20%	78%	1%	1%	95%	4%	27%	66%	7%	12%	85%	3%	
Peak Hr Begin:	8:00												
PHV	101	446	3	25	1270	73	102	272	17	139	831	30	3309
PHF	0.923			0.947			0.607			0.965			0.943

Turning Movement Count Report PM

Location ID: 3
North/South: Van Ness Avenue
East/West: Santa Monica Boulevard

Date: 01/19/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	15	71	8	7	234	4	16	71	33	21	262	13	755
15:15	15	102	5	4	268	10	14	73	14	21	269	11	806
15:30	23	108	3	5	263	8	11	58	10	19	279	15	802
15:45	27	88	4	8	267	8	20	78	22	21	264	11	818
16:00	10	89	2	5	241	5	11	106	13	29	276	8	795
16:15	25	92	2	6	264	6	28	77	9	23	278	11	821
16:30	18	106	0	6	240	9	15	110	10	35	271	10	830
16:45	19	96	0	4	260	8	13	93	3	37	264	14	811
17:00	22	82	5	15	260	7	27	106	2	22	272	14	834
17:15	15	105	2	3	265	10	20	116	8	33	287	11	875
17:30	21	102	3	5	276	3	29	98	13	19	277	12	858
17:45	19	112	1	7	283	7	20	122	9	35	272	14	901

Total Volume:	229	1153	35	75	3121	85	224	1108	146	315	3271	144	9906
Approach %	16%	81%	2%	2%	95%	3%	15%	75%	10%	8%	88%	4%	

Peak Hr Begin:	17:00												
PHV	77	401	11	30	1084	27	96	442	32	109	1108	51	3468
PHF	0.926			0.960			0.944			0.958			0.962

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	11	2	3	2	2	1	6	1
7:15	17	0	3	0	22	2	16	2
7:30	21	0	7	2	19	2	15	1
7:45	44	3	15	0	29	0	13	1
8:00	15	1	12	0	39	0	10	0
8:15	5	3	6	1	11	4	7	0
8:30	9	4	2	0	12	1	2	0
8:45	10	2	6	0	6	1	5	1
9:00	1	2	6	0	19	1	7	0
9:15	17	2	8	1	12	1	8	0
9:30	6	0	1	0	7	1	4	1
9:45	5	4	4	0	13	5	11	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	10	4	0	2	21	2	14	2
15:15	11	3	2	0	21	2	12	0
15:30	5	5	2	1	15	3	7	0
15:45	9	2	1	0	14	2	7	1
16:00	11	2	2	0	8	4	7	3
16:15	11	2	0	2	15	2	9	1
16:30	12	4	3	3	20	5	5	1
16:45	8	1	1	0	7	3	16	0
17:00	23	3	0	0	16	3	5	0
17:15	21	2	5	0	26	4	8	2
17:30	7	1	5	0	20	5	13	2
17:45	17	2	5	4	31	10	10	0

WILTEC

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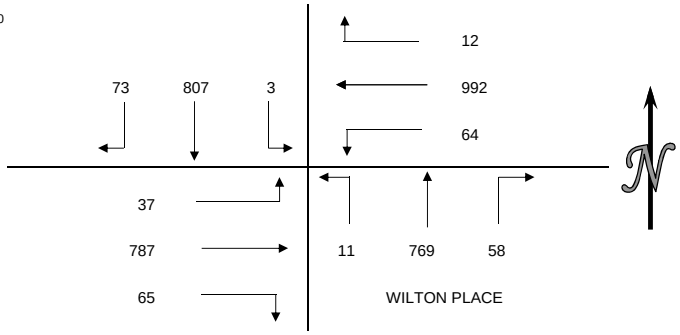
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WILTON PLACE
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	98	0	7	254	60	13	149	4	4	148	6	749
715-730	14	111	0	2	225	11	5	158	1	6	160	4	697
730-745	28	119	0	8	213	40	14	209	0	11	193	5	840
745-800	26	120	0	0	241	10	17	179	1	11	199	7	811
800-815	23	182	2	1	254	26	22	217	0	23	194	11	955
815-830	14	222	1	5	239	14	8	196	1	17	203	6	926
830-845	19	205	0	2	240	9	13	186	2	15	203	12	906
845-900	17	198	0	4	259	15	15	170	8	10	187	8	891
900-915	26	171	3	3	285	18	11	146	8	14	210	16	911
915-930	17	194	2	4	253	23	13	136	17	5	183	6	853
930-945	13	163	1	6	275	17	10	132	13	19	206	16	871
945-1000	13	124	2	2	293	21	5	131	14	13	188	10	816
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	74	448	0	17	933	121	49	695	6	32	700	22	3097
715-815	91	532	2	11	933	87	58	763	2	51	746	27	3303
730-830	91	643	3	14	947	90	61	801	2	62	789	29	3532
745-845	82	729	3	8	974	59	60	778	4	66	799	36	3598
800-900	73	807	3	12	992	64	58	769	11	65	787	37	3678
815-915	76	796	4	14	1023	56	47	698	19	56	803	42	3634
830-930	79	768	5	13	1037	65	52	638	35	44	783	42	3561
845-945	73	726	6	17	1072	73	49	584	46	48	786	46	3526
900-1000	69	652	8	15	1106	79	39	545	52	51	787	48	3451

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	12	7	19	10	48
715-730	24	14	65	54	157
730-745	33	56	141	73	303
745-800	55	47	192	137	431
800-815	23	37	138	69	267
815-830	25	39	30	21	115
830-845	22	25	27	20	94
854-900	24	27	29	15	95
900-915	16	12	27	22	77
915-930	13	8	29	12	62
930-945	11	8	30	12	61
945-1000	6	3	21	8	38
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	124	124	417	274	939
715-815	135	154	536	333	1158
730-830	136	179	501	300	1116
745-845	125	148	387	247	907
800-900	94	128	224	125	571
815-915	87	103	113	78	381
830-930	75	72	112	69	328
845-945	64	55	115	61	295
900-1000	46	31	107	54	238

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	5	1	8
715-730	2	2	1	1	6
730-745	7	4	2	0	13
745-800	1	2	4	1	8
800-815	6	0	4	2	12
815-830	4	1	3	2	10
830-845	1	0	2	0	3
845-900	7	0	2	1	10
900-915	4	1	2	0	7
915-930	3	1	2	1	7
930-945	1	1	4	2	8
945-1000	3	4	3	2	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	12	8	12	3	35
715-815	16	8	11	4	39
730-830	18	7	13	5	43
745-845	12	3	13	5	33
800-900	18	1	11	5	35
815-915	16	2	9	3	30
830-930	15	2	8	2	27
845-945	15	3	10	4	32
900-1000	11	7	11	5	34

WILTEC

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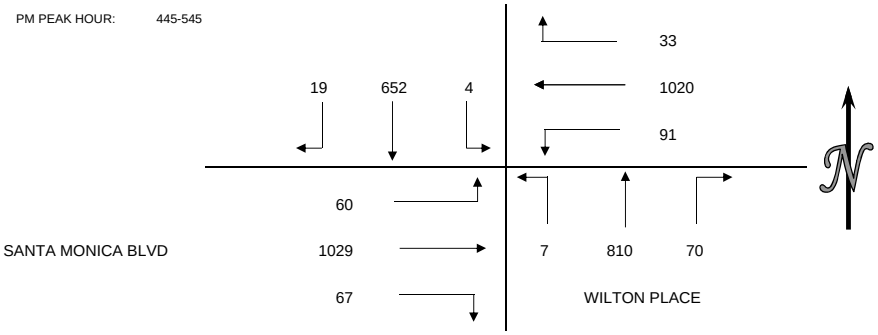
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WILTON PLACE
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	12	97	7	4	191	17	13	126	16	14	236	21	754
315-330	10	118	7	7	208	8	10	142	12	19	242	16	799
330-345	9	163	6	7	215	15	5	147	20	23	252	16	878
345-400	10	143	6	1	202	14	15	161	17	23	250	18	860
400-415	5	169	1	5	212	20	15	158	4	14	241	18	862
415-430	5	123	4	5	234	21	19	176	3	24	256	16	886
430-445	9	127	0	1	236	17	16	206	9	16	238	18	893
445-500	0	185	1	8	260	15	23	188	2	15	253	19	969
500-515	7	158	3	8	230	31	11	203	2	19	244	10	926
515-530	10	172	0	7	254	26	18	217	2	21	277	13	1017
530-545	2	137	0	10	276	19	18	202	1	12	255	18	950
545-600	6	152	0	11	252	8	20	220	4	19	241	17	950
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	41	521	26	19	816	54	43	576	65	79	980	71	3291
315-415	34	593	20	20	837	57	45	608	53	79	985	68	3399
330-430	29	598	17	18	863	70	54	642	44	84	999	68	3486
345-445	29	562	11	12	884	72	65	701	33	77	985	70	3501
400-500	19	604	6	19	942	73	73	728	18	69	988	71	3610
415-515	21	593	8	22	960	84	69	773	16	74	991	63	3674
430-530	26	642	4	24	980	89	68	814	15	71	1012	60	3805
445-545	19	652	4	33	1020	91	70	810	7	67	1029	60	3862
500-600	25	619	3	36	1012	84	67	842	9	71	1017	58	3843

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	57	69	85	31	242
315-330	16	35	73	24	148
330-345	19	23	51	23	116
345-400	20	25	58	15	118
400-415	20	26	40	13	99
415-430	18	30	42	25	115
430-445	14	28	49	31	122
445-500	17	15	53	32	117
500-515	21	20	52	29	122
515-530	20	28	51	22	121
530-545	33	27	62	36	158
545-600	8	13	60	16	97
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	112	152	267	93	624
315-415	75	109	222	75	481
330-430	77	104	191	76	448
345-445	72	109	189	84	454
400-500	69	99	184	101	453
415-515	70	93	196	117	476
430-530	72	91	205	114	482
445-545	91	90	218	119	518
500-600	82	88	225	103	498

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	3	4	2	12
315-330	5	2	6	1	14
330-345	1	4	6	0	11
345-400	2	2	8	0	12
400-415	3	1	10	2	16
415-430	5	5	8	2	20
430-445	4	5	10	2	21
445-500	1	1	14	1	17
500-515	1	2	11	0	14
515-530	0	2	7	1	10
530-545	6	4	1	1	12
545-600	2	2	9	0	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	11	11	24	3	49
315-415	11	9	30	3	53
330-430	11	12	32	4	59
345-445	14	13	36	6	69
400-500	13	12	42	7	74
415-515	11	13	43	5	72
430-530	6	10	42	4	62
445-545	8	9	33	3	53
500-600	9	10	28	2	49

WILTEC

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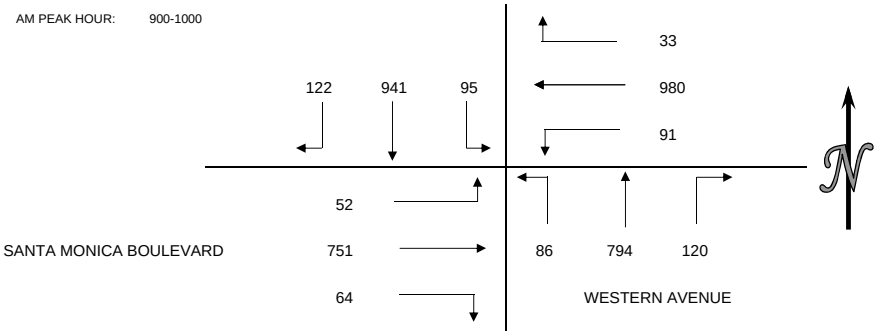
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION
PROJECT: 2015 CMP HIGHWAY MONITORING PROGRAM
DATE: TUESDAY APRIL 21, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WESTERN AVENUE
E/W SANTA MONICA BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	37	202	26	11	189	33	28	226	16	8	128	15	919
715-730	19	199	10	6	214	23	16	203	19	9	168	10	896
730-745	26	200	19	6	245	27	23	222	19	11	181	14	993
745-800	18	194	19	5	216	34	25	236	21	16	199	11	994
800-815	19	219	9	5	222	39	33	206	8	10	159	12	941
815-830	14	221	23	12	219	25	26	227	21	13	173	12	986
830-845	26	233	19	8	241	37	31	218	20	20	197	18	1068
845-900	20	201	23	11	235	21	20	202	17	14	183	12	959
900-915	30	227	23	9	255	31	31	196	22	14	198	14	1050
915-930	22	220	23	7	234	21	20	207	21	19	203	16	1013
930-945	38	264	24	3	257	20	38	213	23	19	182	9	1090
945-1000	32	230	25	14	234	19	31	178	20	12	168	13	976
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	100	795	74	28	864	117	92	887	75	44	676	50	3802
715-815	82	812	57	22	897	123	97	867	67	46	707	47	3824
730-830	77	834	70	28	902	125	107	891	69	50	712	49	3914
745-845	77	867	70	30	898	135	115	887	70	59	728	53	3989
800-900	79	874	74	36	917	122	110	853	66	57	712	54	3954
815-915	90	882	88	40	950	114	108	843	80	61	751	56	4063
830-930	98	881	88	35	965	110	102	823	80	67	781	60	4090
845-945	110	912	93	30	981	93	109	818	83	66	766	51	4112
900-1000	122	941	95	33	980	91	120	794	86	64	751	52	4129

AM PEAK HOUR: 900-1000



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	25	200	16	4	245
715-730	19	212	24	13	268
730-745	30	225	13	5	273
745-800	18	227	15	9	269
800-815	16	271	27	3	317
815-830	23	248	27	9	307
830-845	20	247	24	9	300
854-900	20	276	23	11	330
900-915	31	277	21	19	348
915-930	30	246	20	10	306
930-945	30	236	12	11	289
945-1000	29	235	27	11	302
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	92	864	68	31	1055
715-815	83	935	79	30	1127
730-830	87	971	82	26	1166
745-845	77	993	93	30	1193
800-900	79	1042	101	32	1254
815-915	94	1048	95	48	1285
830-930	101	1046	88	49	1284
845-945	111	1035	76	51	1273
900-1000	120	994	80	51	1245

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	20	224	11	11	266
715-730	21	279	21	10	331
730-745	35	268	25	18	346
745-800	29	263	22	12	326
800-815	48	247	25	16	336
815-830	34	235	15	23	307
830-845	40	225	23	11	299
845-900	30	189	22	16	257
900-915	42	222	17	17	298
915-930	30	215	26	12	283
930-945	23	211	21	9	264
945-1000	26	187	26	9	248
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	105	1034	79	51	1269
715-815	133	1057	93	56	1339
730-830	146	1013	87	69	1315
745-845	151	970	85	62	1268
800-900	152	896	85	66	1199
815-915	146	871	77	67	1161
830-930	142	851	88	56	1137
845-945	125	837	86	54	1102
900-1000	121	835	90	47	1093

WILTEC

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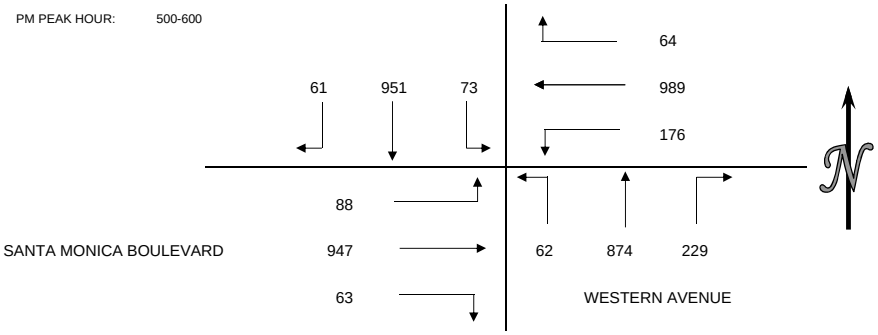
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION
PROJECT: 2015 CMP HIGHWAY MONITORING PROGRAM
DATE: TUESDAY APRIL 21, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WESTERN AVENUE
E/W SANTA MONICA BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	17	202	26	10	150	20	36	238	15	12	191	16	933
315-330	15	212	28	11	191	25	29	220	16	13	237	20	1017
330-345	14	182	19	20	195	22	26	197	13	13	219	15	935
345-400	13	206	31	13	217	27	33	213	15	19	241	13	1041
400-415	12	205	21	23	210	37	35	204	20	16	238	24	1045
415-430	15	210	22	11	200	33	34	187	16	26	235	28	1017
430-445	21	238	23	27	238	39	41	216	19	16	231	17	1126
445-500	13	211	18	15	210	25	32	184	10	14	233	8	973
500-515	14	245	24	23	213	25	38	193	13	17	210	14	1029
515-530	15	268	14	14	233	48	42	212	15	16	250	28	1155
530-545	18	233	17	10	259	45	52	241	17	10	240	16	1158
545-600	14	205	18	17	284	58	97	228	17	20	247	30	1235
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	59	802	104	54	753	94	124	868	59	57	888	64	3926
315-415	54	805	99	67	813	111	123	834	64	61	935	72	4038
330-430	54	803	93	67	822	119	128	801	64	74	933	80	4038
345-445	61	859	97	74	865	136	143	820	70	77	945	82	4229
400-500	61	864	84	76	858	134	142	791	65	72	937	77	4161
415-515	63	904	87	76	861	122	145	780	58	73	909	67	4145
430-530	63	962	79	79	894	137	153	805	57	63	924	67	4283
445-545	60	957	73	62	915	143	164	830	55	57	933	66	4315
500-600	61	951	73	64	989	176	229	874	62	63	947	88	4577

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	18	225	22	19	284
315-330	25	229	32	11	297
330-345	18	253	30	17	318
345-400	19	212	28	13	272
400-415	19	255	19	18	311
415-430	18	245	16	21	300
430-445	11	247	26	14	298
854-900	7	263	19	13	302
900-915	13	211	29	13	266
915-930	5	265	23	17	310
930-945	16	254	26	10	306
545-600	17	233	20	8	278
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	80	919	112	60	1171
315-415	81	949	109	59	1198
330-430	74	965	93	69	1201
345-445	67	959	89	66	1181
800-900	55	1010	80	66	1211
815-915	49	966	90	61	1166
830-930	36	986	97	57	1176
845-945	41	993	97	53	1184
500-600	51	963	98	48	1160

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	38	238	15	12	303
315-330	43	247	18	15	323
330-345	33	225	12	14	284
345-400	50	236	16	19	321
400-415	49	207	12	23	291
415-430	58	213	15	8	294
430-445	53	200	20	19	292
845-900	60	234	10	23	327
900-915	39	199	23	27	288
915-930	62	218	12	20	312
930-945	51	221	19	22	313
545-600	56	221	22	15	314
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	164	946	61	60	1231
315-415	175	915	58	71	1219
330-430	190	881	55	64	1190
345-445	210	856	63	69	1198
800-900	220	854	57	73	1204
815-915	210	846	68	77	1201
830-930	214	851	65	89	1219
845-945	212	872	64	92	1240
500-600	208	859	76	84	1227

WILTEC

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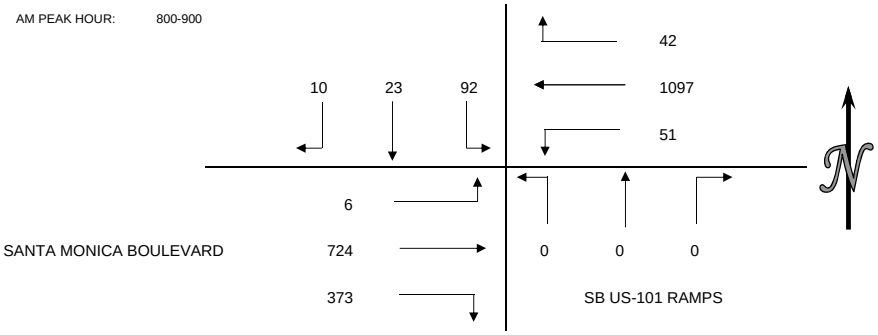
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S SB US-101 RAMPS
E/W SANTA MONICA BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	1	4	12	10	297	7	0	0	0	92	112	2	537
715-730	2	5	14	14	287	16	0	0	0	88	116	2	544
730-745	3	18	16	22	259	7	0	0	0	97	137	2	561
745-800	3	7	20	14	245	9	0	0	0	87	172	2	559
800-815	3	9	20	9	250	9	0	0	0	92	179	3	574
815-830	3	3	21	12	272	15	0	0	0	101	160	2	589
830-845	3	3	28	12	296	14	0	0	0	92	188	0	636
845-900	1	8	23	9	279	13	0	0	0	88	197	1	619
900-915	2	10	16	4	284	4	0	0	0	62	174	2	558
915-930	1	18	17	6	261	8	0	0	0	98	161	1	571
930-945	4	5	19	12	274	10	0	0	0	86	152	1	563
945-1000	1	7	5	11	299	15	0	0	0	95	147	1	581
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	9	34	62	60	1088	39	0	0	0	364	537	8	2201
715-815	11	39	70	59	1041	41	0	0	0	364	604	9	2238
730-830	12	37	77	57	1026	40	0	0	0	377	648	9	2283
745-845	12	22	89	47	1063	47	0	0	0	372	699	7	2358
800-900	10	23	92	42	1097	51	0	0	0	373	724	6	2418
815-915	9	24	88	37	1131	46	0	0	0	343	719	5	2402
830-930	7	39	84	31	1120	39	0	0	0	340	720	4	2384
845-945	8	41	75	31	1098	35	0	0	0	334	684	5	2311
900-1000	8	40	57	33	1118	37	0	0	0	341	634	5	2273

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	7	1	15	0	23
715-730	22	0	12	0	34
730-745	13	2	28	0	43
745-800	44	3	49	0	96
800-815	34	2	29	0	65
815-830	16	3	28	0	47
830-845	6	0	15	0	21
854-900	7	3	19	0	29
900-915	9	0	12	0	21
915-930	5	0	24	0	29
930-945	4	0	20	0	24
945-1000	8	0	22	0	30
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	86	6	104	0	196
715-815	113	7	118	0	238
730-830	107	10	134	0	251
745-845	100	8	121	0	229
800-900	63	8	91	0	162
815-915	38	6	74	0	118
830-930	27	3	70	0	100
845-945	25	3	75	0	103
900-1000	26	0	78	0	104

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	1	0	2	0	3
745-800	3	0	5	0	8
800-815	1	0	3	0	4
815-830	4	0	2	0	6
830-845	6	0	2	0	8
845-900	4	0	4	0	8
900-915	2	0	2	0	4
915-930	2	0	2	0	4
930-945	4	0	4	0	8
945-1000	4	0	1	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	0	7	0	11
715-815	5	0	10	0	15
730-830	9	0	12	0	21
745-845	14	0	12	0	26
800-900	15	0	11	0	26
815-915	16	0	10	0	26
830-930	14	0	10	0	24
845-945	12	0	12	0	24
900-1000	12	0	9	0	21

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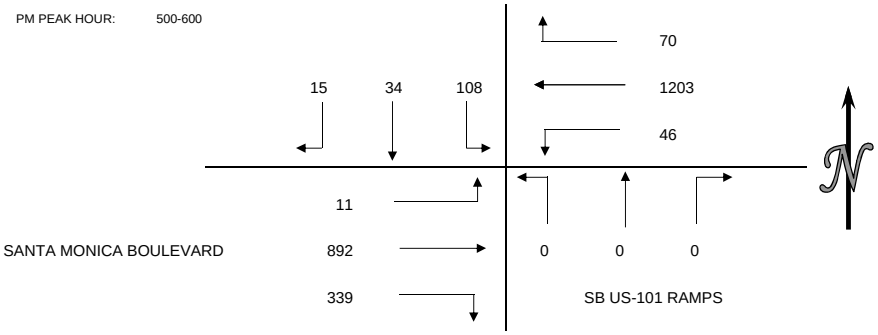
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S SB US-101 RAMPS
E/W SANTA MONICA BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	3	3	19	14	180	8	0	0	0	110	171	2	510
315-330	8	10	25	20	227	15	0	0	0	132	164	3	604
330-345	4	15	21	13	270	14	0	0	0	97	174	4	612
345-400	3	8	15	22	238	14	0	0	0	105	175	3	583
400-415	4	3	19	17	241	13	0	0	0	119	189	1	606
415-430	3	10	20	20	257	9	0	0	0	111	188	6	624
430-445	3	4	20	18	267	17	0	0	0	97	181	3	610
445-500	3	7	29	19	276	13	0	0	0	81	215	1	644
500-515	5	7	22	13	281	16	0	0	0	86	209	3	642
515-530	3	6	24	17	314	11	0	0	0	78	217	1	671
530-545	3	9	33	21	309	11	0	0	0	82	252	1	721
545-600	4	12	29	19	299	8	0	0	0	93	214	6	684
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	18	36	80	69	915	51	0	0	0	444	684	12	2309
315-415	19	36	80	72	976	56	0	0	0	453	702	11	2405
330-430	14	36	75	72	1006	50	0	0	0	432	726	14	2425
345-445	13	25	74	77	1003	53	0	0	0	432	733	13	2423
400-500	13	24	88	74	1041	52	0	0	0	408	773	11	2484
415-515	14	28	91	70	1081	55	0	0	0	375	793	13	2520
430-530	14	24	95	67	1138	57	0	0	0	342	822	8	2567
445-545	14	29	108	70	1180	51	0	0	0	327	893	6	2678
500-600	15	34	108	70	1203	46	0	0	0	339	892	11	2718

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	25	1	40	0	66
315-330	19	5	28	0	52
330-345	12	0	15	0	27
345-400	7	0	20	0	27
400-415	16	1	14	0	31
415-430	10	3	23	0	36
430-445	20	0	19	1	40
445-500	14	10	15	0	39
500-515	12	5	47	0	64
515-530	4	1	31	0	36
530-545	9	1	22	0	32
545-600	7	3	28	0	38
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	63	6	103	0	172
315-415	54	6	77	0	137
330-430	45	4	72	0	121
345-445	53	4	76	1	134
400-500	60	14	71	1	146
415-515	56	18	104	1	179
430-530	50	16	112	1	179
445-545	39	17	115	0	171
500-600	32	10	128	0	170

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	6	0	7
315-330	1	0	5	0	6
330-345	2	0	0	0	2
345-400	1	0	2	0	3
400-415	1	0	4	0	5
415-430	3	0	7	0	10
430-445	2	0	6	0	8
445-500	1	0	4	0	5
500-515	1	0	6	0	7
515-530	2	0	10	0	12
530-545	1	0	2	0	3
545-600	3	0	8	0	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	5	0	13	0	18
315-415	5	0	11	0	16
330-430	7	0	13	0	20
345-445	7	0	19	0	26
400-500	7	0	21	0	28
415-515	7	0	23	0	30
430-530	6	0	26	0	32
445-545	5	0	22	0	27
500-600	7	0	26	0	33

WILTEC

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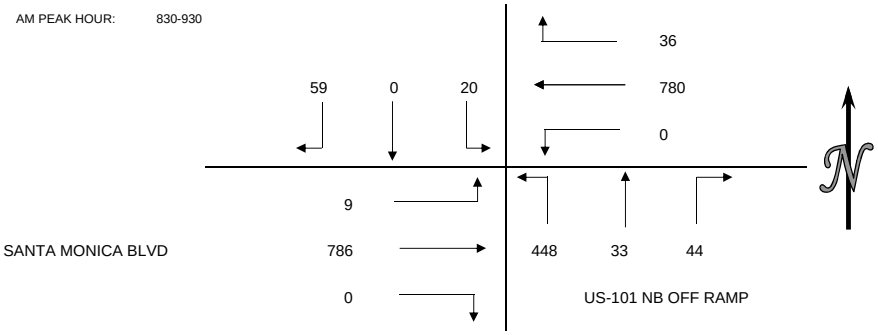
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S US-101 NB OFF RAMP
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	13	0	3	9	207	0	3	6	83	0	106	0	430
715-730	22	0	5	10	176	0	15	6	124	0	149	3	510
730-745	17	0	3	1	143	0	9	15	139	0	184	8	519
745-800	24	0	14	4	136	0	3	4	122	0	160	1	468
800-815	15	0	5	1	156	0	13	16	119	0	191	6	522
815-830	9	0	5	3	173	0	9	6	114	0	177	6	502
830-845	10	0	3	9	185	0	11	11	130	0	201	3	563
845-900	11	0	6	19	200	0	13	10	105	0	220	4	588
900-915	24	0	10	7	211	0	5	1	100	0	197	0	555
915-930	14	0	1	1	184	0	15	11	113	0	168	2	509
930-945	4	0	5	8	170	0	4	6	111	0	173	4	485
945-1000	12	0	15	6	135	0	4	0	122	0	151	2	447
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	76	0	25	24	662	0	30	31	468	0	599	12	1927
715-815	78	0	27	16	611	0	40	41	504	0	684	18	2019
730-830	65	0	27	9	608	0	34	41	494	0	712	21	2011
745-845	58	0	27	17	650	0	36	37	485	0	729	16	2055
800-900	45	0	19	32	714	0	46	43	468	0	789	19	2175
815-915	54	0	24	38	769	0	38	28	449	0	795	13	2208
830-930	59	0	20	36	780	0	44	33	448	0	786	9	2215
845-945	53	0	22	35	765	0	37	28	429	0	758	10	2137
900-1000	54	0	31	22	700	0	28	18	446	0	689	8	1996

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	15	2	16	1	34
715-730	11	4	14	0	29
730-745	20	0	48	0	68
745-800	28	15	30	0	73
800-815	29	2	33	0	64
815-830	17	2	28	0	47
830-845	13	3	14	0	30
854-900	7	0	10	0	17
900-915	12	3	16	0	31
915-930	0	0	18	1	19
930-945	9	4	11	0	24
945-1000	13	5	11	0	29
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	74	21	108	1	204
715-815	88	21	125	0	234
730-830	94	19	139	0	252
745-845	87	22	105	0	214
800-900	66	7	85	0	158
815-915	49	8	68	0	125
830-930	32	6	58	1	97
845-945	28	7	55	1	91
900-1000	34	12	56	1	103

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	1	2	0	7
715-730	1	0	2	0	3
730-745	3	0	5	0	8
745-800	3	0	2	0	5
800-815	1	0	10	0	11
815-830	1	0	3	0	4
830-845	4	1	3	0	8
845-900	2	0	8	0	10
900-915	10	0	4	0	14
915-930	0	0	2	0	2
930-945	0	0	9	0	9
945-1000	2	2	1	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	1	11	0	23
715-815	8	0	19	0	27
730-830	8	0	20	0	28
745-845	9	1	18	0	28
800-900	8	1	24	0	33
815-915	17	1	18	0	36
830-930	16	1	17	0	34
845-945	12	0	23	0	35
900-1000	12	2	16	0	30

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

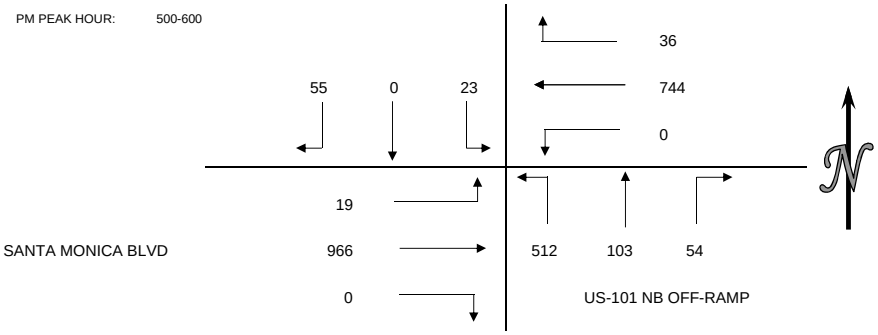
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S US-101 NB OFF-RAMP
E/W SANTA MONICA BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	17	0	3	6	114	0	7	8	100	0	150	7	412
315-330	19	0	13	8	135	0	7	8	77	0	183	0	450
330-345	17	0	15	10	165	0	13	14	90	0	199	5	528
345-400	19	0	4	8	159	0	7	11	105	0	211	6	530
400-415	9	0	8	7	187	0	17	17	96	0	202	0	543
415-430	14	0	6	2	166	0	20	33	110	0	190	8	549
430-445	10	0	11	8	155	0	11	16	137	0	218	10	576
445-500	17	0	8	8	149	0	13	41	101	0	230	15	582
500-515	11	0	13	6	173	0	16	20	115	0	246	5	605
515-530	18	0	1	7	198	0	9	27	118	0	232	3	613
530-545	17	0	7	8	203	0	17	27	151	0	256	0	686
545-600	9	0	2	15	170	0	12	29	128	0	232	11	608
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	72	0	35	32	573	0	34	41	372	0	743	18	1920
315-415	64	0	40	33	646	0	44	50	368	0	795	11	2051
330-430	59	0	33	27	677	0	57	75	401	0	802	19	2150
345-445	52	0	29	25	667	0	55	77	448	0	821	24	2198
400-500	50	0	33	25	657	0	61	107	444	0	840	33	2250
415-515	52	0	38	24	643	0	60	110	463	0	884	38	2312
430-530	56	0	33	29	675	0	49	104	471	0	926	33	2376
445-545	63	0	29	29	723	0	55	115	485	0	964	23	2486
500-600	55	0	23	36	744	0	54	103	512	0	966	19	2512

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	19	1	25	0	45
315-330	11	2	18	0	31
330-345	21	2	21	0	44
345-400	16	4	16	0	36
400-415	13	1	23	0	37
415-430	14	5	56	0	75
430-445	13	3	33	0	49
445-500	16	3	21	0	40
500-515	18	1	26	0	45
515-530	13	0	14	0	27
530-545	11	1	26	0	38
545-600	23	3	30	0	56
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	67	9	80	0	156
315-415	61	9	78	0	148
330-430	64	12	116	0	192
345-445	56	13	128	0	197
400-500	56	12	133	0	201
415-515	61	12	136	0	209
430-530	60	7	94	0	161
445-545	58	5	87	0	150
500-600	65	5	96	0	166

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	33	0	1	0	34
315-330	4	0	0	0	4
330-345	2	0	8	0	10
345-400	4	0	8	0	12
400-415	0	0	6	0	6
415-430	1	0	8	0	9
430-445	7	0	23	0	30
445-500	3	1	7	0	11
500-515	3	2	18	0	23
515-530	3	1	13	0	17
530-545	0	0	16	0	16
545-600	5	0	5	0	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	43	0	17	0	60
315-415	10	0	22	0	32
330-430	7	0	30	0	37
345-445	12	0	45	0	57
400-500	11	1	44	0	56
415-515	14	3	56	0	73
430-530	16	4	61	0	81
445-545	9	4	54	0	67
500-600	11	3	52	0	66

WILTEC

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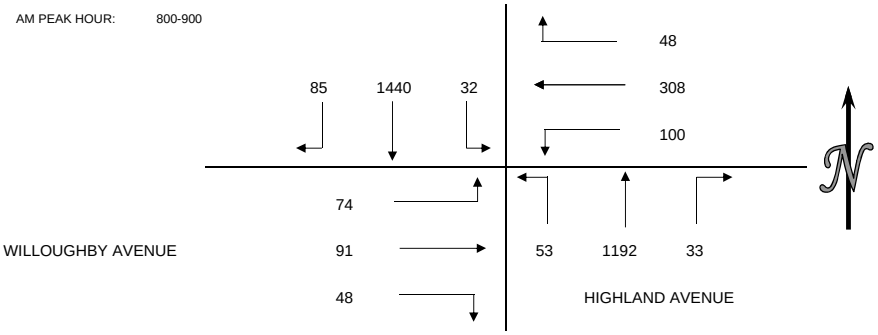
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W WILLOUGHBY AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	20	280	4	4	15	12	8	193	7	11	7	11	572
715-730	23	354	2	11	32	25	6	248	7	5	11	11	735
730-745	22	341	4	16	56	26	14	290	8	16	28	14	835
745-800	18	373	6	28	64	19	9	289	8	6	18	13	851
800-815	21	323	8	15	82	25	13	335	10	17	28	21	898
815-830	20	384	7	12	72	16	6	317	15	9	20	15	893
830-845	24	378	7	11	78	33	6	247	15	13	27	20	859
845-900	20	355	10	10	76	26	8	293	13	9	16	18	854
900-915	24	335	9	11	61	33	15	262	8	13	23	21	815
915-930	14	398	6	5	62	21	6	274	13	14	61	15	889
930-945	21	329	4	9	54	25	6	311	12	14	21	15	821
945-1000	17	307	5	8	48	21	9	287	14	12	27	15	770
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	83	1348	16	59	167	82	37	1020	30	38	64	49	2993
715-815	84	1391	20	70	234	95	42	1162	33	44	85	59	3319
730-830	81	1421	25	71	274	86	42	1231	41	48	94	63	3477
745-845	83	1458	28	66	296	93	34	1188	48	45	93	69	3501
800-900	85	1440	32	48	308	100	33	1192	53	48	91	74	3504
815-915	88	1452	33	44	287	108	35	1119	51	44	86	74	3421
830-930	82	1466	32	37	277	113	35	1076	49	49	127	74	3417
845-945	79	1417	29	35	253	105	35	1140	46	50	121	69	3379
900-1000	76	1369	24	33	225	100	36	1134	47	53	132	66	3295

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	1	1	1	5
715-730	2	7	3	2	14
730-745	9	2	0	12	23
745-800	5	9	2	3	19
800-815	2	0	5	0	7
815-830	2	1	5	0	8
830-845	2	4	3	1	10
854-900	1	1	7	1	10
900-915	5	2	2	1	10
915-930	5	3	8	0	16
930-945	3	2	7	5	17
945-1000	6	1	2	0	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	18	19	6	18	61
715-815	18	18	10	17	63
730-830	18	12	12	15	57
745-845	11	14	15	4	44
800-900	7	6	20	2	35
815-915	10	8	17	3	38
830-930	13	10	20	3	46
845-945	14	8	24	7	53
900-1000	19	8	19	6	52

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	1	3
715-730	0	0	0	1	1
730-745	1	0	2	0	3
745-800	3	0	0	0	3
800-815	2	0	0	0	2
815-830	3	1	0	0	4
830-845	6	1	5	0	12
845-900	5	0	5	0	10
900-915	2	0	3	0	5
915-930	8	2	0	0	10
930-945	0	1	3	0	4
945-1000	3	0	1	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	0	3	2	10
715-815	6	0	2	1	9
730-830	9	1	2	0	12
745-845	14	2	5	0	21
800-900	16	2	10	0	28
815-915	16	2	13	0	31
830-930	21	3	13	0	37
845-945	15	3	11	0	29
900-1000	13	3	7	1	24

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00PM TO 6:00PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W WILLOUGHBY AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	11	313	10	11	34	7	7	227	5	14	99	15	753
315-330	28	342	21	23	50	26	10	275	18	30	88	37	948
330-345	6	332	14	5	38	13	17	320	16	38	73	30	902
345-400	15	349	19	11	31	7	4	259	8	17	80	31	831
400-415	13	301	10	6	25	14	7	274	11	15	66	21	763
415-430	10	358	12	10	35	19	11	291	13	15	69	27	870
430-445	10	329	11	10	35	13	11	284	10	19	75	22	829
445-500	11	297	13	7	43	13	10	268	11	9	63	27	772
500-515	15	345	9	5	37	16	12	285	4	8	80	28	844
515-530	11	376	14	5	36	23	10	293	23	16	85	25	917
530-545	11	299	9	5	40	16	13	279	13	11	90	23	809
545-600	10	277	10	8	38	10	16	317	7	17	80	24	814
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	60	1336	64	50	153	53	38	1081	47	99	340	113	3434
315-415	62	1324	64	45	144	60	38	1128	53	100	307	119	3444
330-430	44	1340	55	32	129	53	39	1144	48	85	288	109	3366
345-445	48	1337	52	37	126	53	33	1108	42	66	290	101	3293
400-500	44	1285	46	33	138	59	39	1117	45	58	273	97	3234
415-515	46	1329	45	32	150	61	44	1128	38	51	287	104	3315
430-530	47	1347	47	27	151	65	43	1130	48	52	303	102	3362
445-545	48	1317	45	22	156	68	45	1125	51	44	318	103	3342
500-600	47	1297	42	23	151	65	51	1174	47	52	335	100	3384

PM PEAK HOUR: 315-415

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	4	4	4	0	12
315-330	13	12	18	7	50
330-345	6	4	12	1	23
345-400	3	5	6	0	14
400-415	7	8	10	1	26
415-430	4	14	15	6	39
430-445	4	5	8	2	19
445-500	4	6	11	6	27
500-515	5	3	10	4	22
515-530	2	0	1	0	3
530-545	5	7	7	3	22
545-600	4	10	5	0	19
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	26	25	40	8	99
315-415	29	29	46	9	113
330-430	20	31	43	8	102
345-445	18	32	39	9	98
400-500	19	33	44	15	111
415-515	17	28	44	18	107
430-530	15	14	30	12	71
445-545	16	16	29	13	74
500-600	16	20	23	7	66

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	2	0	2
315-330	2	3	3	2	10
330-345	0	2	5	0	7
345-400	0	3	5	0	8
400-415	0	0	1	1	2
415-430	1	1	1	0	3
430-445	3	0	5	0	8
445-500	0	2	3	0	5
500-515	1	3	3	1	8
515-530	5	0	2	0	7
530-545	5	0	4	1	10
545-600	3	1	3	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	2	8	15	2	27
315-415	2	8	14	3	27
330-430	1	6	12	1	20
345-445	4	4	12	1	21
400-500	4	3	10	1	18
415-515	5	6	12	1	24
430-530	9	5	13	1	28
445-545	11	5	12	2	30
500-600	14	4	12	2	32

WILTEC

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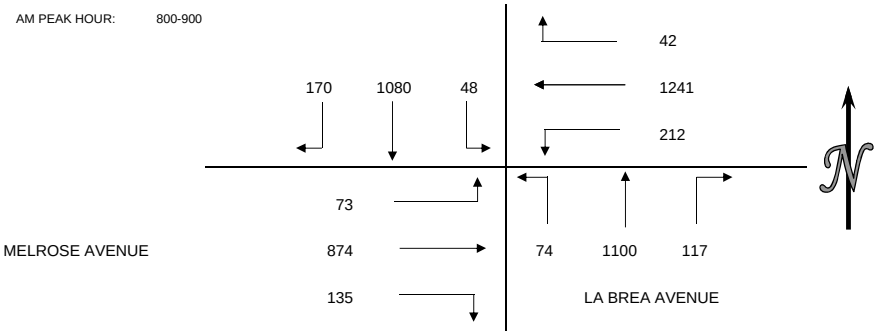
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		TUESDAY MAY 12 2015
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	LA BREA AVENUE
	E/W	MELROSE AVENUE
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	25	170	5	8	220	32	16	150	24	21	126	9	806
715-730	37	223	8	7	296	43	11	192	23	22	143	13	1018
730-745	36	251	12	6	249	52	20	208	20	36	186	15	1091
745-800	60	256	5	14	285	50	21	246	22	46	209	13	1227
800-815	53	293	16	9	325	57	24	250	17	42	219	16	1321
815-830	38	272	10	5	284	54	37	298	18	39	222	19	1296
830-845	40	265	12	11	309	45	22	264	24	24	226	17	1259
845-900	39	250	10	17	323	56	34	288	15	30	207	21	1290
900-915	35	292	10	15	357	47	20	258	26	33	187	17	1297
915-930	43	234	10	11	293	53	41	275	22	31	194	20	1227
930-945	23	214	6	14	253	49	36	269	20	34	185	21	1124
945-1000	47	248	14	6	243	44	26	255	20	25	168	19	1115
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	158	900	30	35	1050	177	68	796	89	125	664	50	4142
715-815	186	1023	41	36	1155	202	76	896	82	146	757	57	4657
730-830	187	1072	43	34	1143	213	102	1002	77	163	836	63	4935
745-845	191	1086	43	39	1203	206	104	1058	81	151	876	65	5103
800-900	170	1080	48	42	1241	212	117	1100	74	135	874	73	5166
815-915	152	1079	42	48	1273	202	113	1108	83	126	842	74	5142
830-930	157	1041	42	54	1282	201	117	1085	87	118	814	75	5073
845-945	140	990	36	57	1226	205	131	1090	83	128	773	79	4938
900-1000	148	988	40	46	1146	193	123	1057	88	123	734	77	4763

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	4	2	6	15
715-730	5	7	3	0	15
730-745	8	8	16	6	38
745-800	6	4	6	10	26
800-815	6	6	4	5	21
815-830	6	6	12	12	36
830-845	8	8	3	12	31
854-900	6	6	3	4	19
900-915	11	3	7	3	24
915-930	7	3	4	3	17
930-945	5	8	6	11	30
945-1000	5	13	5	8	31
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	22	23	27	22	94
715-815	25	25	29	21	100
730-830	26	24	38	33	121
745-845	26	24	25	39	114
800-900	26	26	22	33	107
815-915	31	23	25	31	110
830-930	32	20	17	22	91
845-945	29	20	20	21	90
900-1000	28	27	22	25	102

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	1	2	5
715-730	3	5	1	1	10
730-745	2	2	1	9	14
745-800	1	0	0	0	1
800-815	1	0	1	1	3
815-830	0	0	0	0	0
830-845	3	4	0	2	9
845-900	4	2	0	2	8
900-915	0	1	1	1	3
915-930	1	0	2	1	4
930-945	0	0	1	1	2
945-1000	1	1	1	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	8	3	12	30
715-815	7	7	3	11	28
730-830	4	2	2	10	18
745-845	5	4	1	3	13
800-900	8	6	1	5	20
815-915	7	7	1	5	20
830-930	8	7	3	6	24
845-945	5	3	4	5	17
900-1000	2	2	5	4	13

WILTEC

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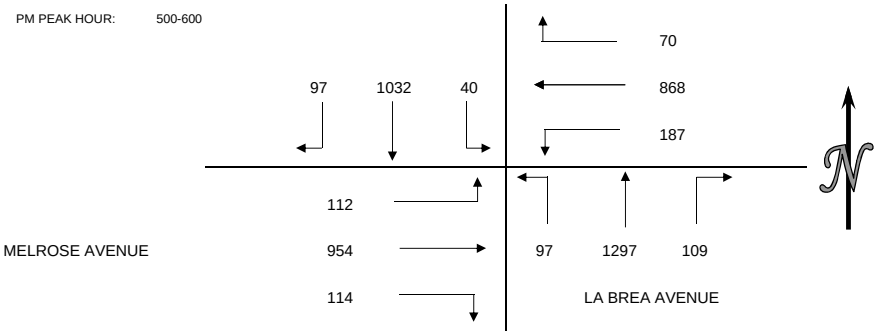
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W MELROSE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	37	258	15	23	222	41	29	232	20	27	213	28	1145
315-330	27	227	19	24	180	44	25	213	21	42	225	36	1083
330-345	33	232	19	15	193	32	27	227	17	36	257	27	1115
345-400	20	243	20	17	212	48	33	239	18	37	225	24	1136
400-415	29	241	14	23	183	37	28	267	24	35	256	34	1171
415-430	29	272	16	19	201	41	37	306	23	26	298	41	1309
430-445	22	231	9	20	179	38	24	282	20	21	251	33	1130
445-500	26	243	23	21	194	33	23	298	16	34	230	30	1171
500-515	21	263	15	20	205	49	25	313	19	35	235	28	1228
515-530	14	248	9	24	213	52	35	325	22	26	216	33	1217
530-545	29	276	12	14	248	46	25	290	27	27	242	24	1260
545-600	33	245	4	12	202	40	24	369	29	26	261	27	1272
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	117	960	73	79	807	165	114	911	76	142	920	115	4479
315-415	109	943	72	79	768	161	113	946	80	150	963	121	4505
330-430	111	988	69	74	789	158	125	1039	82	134	1036	126	4731
345-445	100	987	59	79	775	164	122	1094	85	119	1030	132	4746
400-500	106	987	62	83	757	149	112	1153	83	116	1035	138	4781
415-515	98	1009	63	80	779	161	109	1199	78	116	1014	132	4838
430-530	83	985	56	85	791	172	107	1218	77	116	932	124	4746
445-545	90	1030	59	79	860	180	108	1226	84	122	923	115	4876
500-600	97	1032	40	70	868	187	109	1297	97	114	954	112	4977

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	23	3	13	23	62
315-330	11	8	22	25	66
330-345	24	4	15	14	57
345-400	15	7	5	23	50
400-415	15	20	13	21	69
415-430	19	11	12	21	63
430-445	17	7	9	23	56
445-500	15	5	18	21	59
500-515	14	7	9	22	52
515-530	16	12	16	17	61
530-545	10	19	33	24	86
545-600	12	11	3	6	32
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	73	22	55	85	235
315-415	65	39	55	83	242
330-430	73	42	45	79	239
345-445	66	45	39	88	238
400-500	66	43	52	86	247
415-515	65	30	48	87	230
430-530	62	31	52	83	228
445-545	55	43	76	84	258
500-600	52	49	61	69	231

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	3	5	10
315-330	3	1	0	5	9
330-345	2	2	1	3	8
345-400	3	1	3	2	9
400-415	1	1	1	4	7
415-430	1	2	4	5	12
430-445	1	2	0	1	4
445-500	2	3	1	4	10
500-515	0	1	0	6	7
515-530	1	4	0	2	7
530-545	2	2	0	1	5
545-600	0	2	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	10	4	7	15	36
315-415	9	5	5	14	33
330-430	7	6	9	14	36
345-445	6	6	8	12	32
400-500	5	8	6	14	33
415-515	4	8	5	16	33
430-530	4	10	1	13	28
445-545	5	10	1	13	29
500-600	3	9	0	10	22

WILTEC

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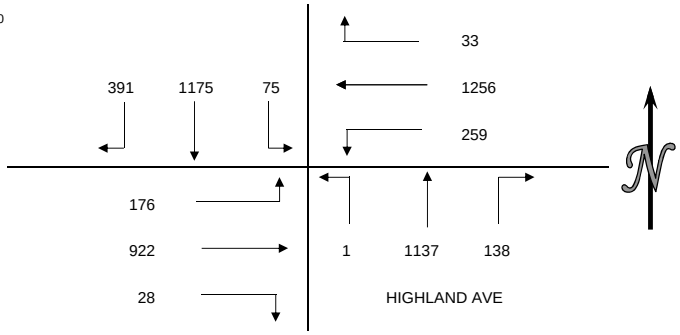
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVE
E/W MELROSE AVE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	79	281	4	14	227	80	18	212	0	2	118	23	1058
715-730	103	258	4	11	288	67	23	230	0	4	152	38	1178
730-745	68	267	13	9	289	50	27	268	0	7	198	36	1232
745-800	82	308	7	11	282	59	24	273	0	7	208	39	1300
800-815	80	291	18	7	332	68	31	301	0	8	228	49	1413
815-830	119	306	14	6	294	64	26	299	0	6	235	57	1426
830-845	99	300	17	10	330	67	30	275	0	8	222	26	1384
845-900	93	278	26	10	300	60	51	262	1	6	237	44	1368
900-915	72	281	17	14	326	53	45	295	0	5	200	32	1340
915-930	62	310	14	13	280	78	29	302	1	11	188	35	1323
930-945	57	294	22	20	254	58	40	299	1	8	179	28	1260
945-1000	61	265	22	8	222	60	36	269	1	9	164	32	1149
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	332	1114	28	45	1086	256	92	983	0	20	676	136	4768
715-815	333	1124	42	38	1191	244	105	1072	0	26	786	162	5123
730-830	349	1172	52	33	1197	241	108	1141	0	28	869	181	5371
745-845	380	1205	56	34	1238	258	111	1148	0	29	893	171	5523
800-900	391	1175	75	33	1256	259	138	1137	1	28	922	176	5591
815-915	383	1165	74	40	1250	244	152	1131	1	25	894	159	5518
830-930	326	1169	74	47	1236	258	155	1134	2	30	847	137	5415
845-945	284	1163	79	57	1160	249	165	1158	3	30	804	139	5291
900-1000	252	1150	75	55	1082	249	150	1165	3	33	731	127	5072

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	1	1	4
715-730	6	3	3	2	14
730-745	2	9	1	2	14
745-800	7	3	2	4	16
800-815	2	3	1	0	6
815-830	8	2	4	0	14
830-845	8	2	2	0	12
854-900	3	3	1	1	8
900-915	6	5	6	0	17
915-930	3	2	1	0	6
930-945	3	5	4	1	13
945-1000	2	2	3	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	17	15	7	9	48
715-815	17	18	7	8	50
730-830	19	17	8	6	50
745-845	25	10	9	4	48
800-900	21	10	8	1	40
815-915	25	12	13	1	51
830-930	20	12	10	1	43
845-945	15	15	12	2	44
900-1000	14	14	14	1	43

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	1	0	1	2
730-745	1	0	1	0	2
745-800	0	4	0	0	4
800-815	1	0	1	1	3
815-830	0	1	0	0	1
830-845	1	0	0	0	1
845-900	1	0	0	0	1
900-915	0	0	0	0	0
915-930	1	1	1	0	3
930-945	0	1	1	0	2
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	5	1	1	9
715-815	2	5	2	2	11
730-830	2	5	2	1	10
745-845	2	5	1	1	9
800-900	3	1	1	1	6
815-915	2	1	0	0	3
830-930	3	1	1	0	5
845-945	2	2	2	0	6
900-1000	1	2	3	0	6

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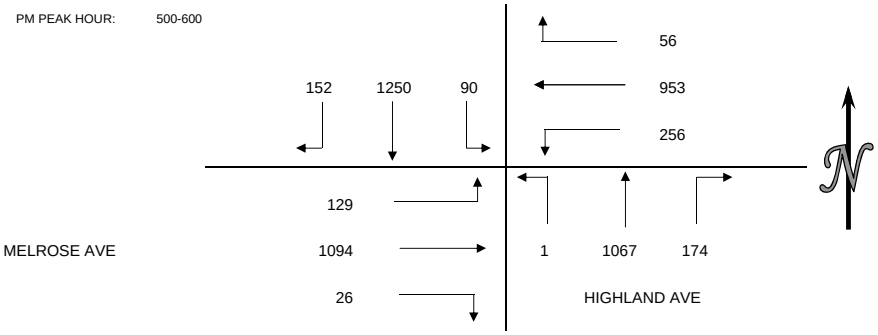
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: TUESDAY MAY 12 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHLAND AVE
E/W MELROSE AVE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	46	268	19	17	213	57	42	285	0	9	239	33	1228
315-330	27	243	18	13	202	47	46	280	2	5	240	29	1152
330-345	42	315	18	14	184	65	56	253	0	11	269	38	1265
345-400	41	293	17	16	210	50	43	271	1	7	289	32	1270
400-415	26	292	19	15	193	50	49	242	0	12	267	39	1204
415-430	27	306	17	15	207	58	61	243	1	8	287	44	1274
430-445	42	285	19	12	189	70	48	251	0	7	241	28	1192
445-500	24	297	24	18	214	65	35	258	0	12	263	46	1256
500-515	43	324	25	20	226	71	36	250	0	4	299	30	1328
515-530	33	289	24	10	233	60	43	283	0	6	251	28	1260
530-545	45	331	15	13	247	70	42	265	0	8	284	33	1353
545-600	31	306	26	13	247	55	53	269	1	8	260	38	1307
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	156	1119	72	60	809	219	187	1089	3	32	1037	132	4915
315-415	136	1143	72	58	789	212	194	1046	3	35	1065	138	4891
330-430	136	1206	71	60	794	223	209	1009	2	38	1112	153	5013
345-445	136	1176	72	58	799	228	201	1007	2	34	1084	143	4940
400-500	119	1180	79	60	803	243	193	994	1	39	1058	157	4926
415-515	136	1212	85	65	836	264	180	1002	1	31	1090	148	5050
430-530	142	1195	92	60	862	266	162	1042	0	29	1054	132	5036
445-545	145	1241	88	61	920	266	156	1056	0	30	1097	137	5197
500-600	152	1250	90	56	953	256	174	1067	1	26	1094	129	5248

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	4	6	2	15
315-330	2	4	5	4	15
330-345	1	1	16	6	24
345-400	0	3	8	3	14
400-415	1	5	4	2	12
415-430	5	3	5	4	17
430-445	1	2	5	2	10
445-500	5	4	7	1	17
500-515	0	3	4	7	14
515-530	4	5	6	10	25
530-545	12	1	3	3	19
545-600	4	2	4	0	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	6	12	35	15	68
315-415	4	13	33	15	65
330-430	7	12	33	15	67
345-445	7	13	22	11	53
400-500	12	14	21	9	56
415-515	11	12	21	14	58
430-530	10	14	22	20	66
445-545	21	13	20	21	75
500-600	20	11	17	20	68

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	2	0	4
315-330	0	1	0	0	1
330-345	0	1	1	0	2
345-400	3	0	3	1	7
400-415	0	1	2	1	4
415-430	2	0	2	3	7
430-445	0	0	5	2	7
445-500	0	0	0	0	0
500-515	1	1	0	0	2
515-530	1	0	0	0	1
530-545	2	1	0	0	3
545-600	5	0	1	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	5	2	6	1	14
315-415	3	3	6	2	14
330-430	5	2	8	5	20
345-445	5	1	12	7	25
400-500	2	1	9	6	18
415-515	3	1	7	5	16
430-530	2	1	5	2	10
445-545	4	2	0	0	6
500-600	9	2	1	0	12

WILTEC

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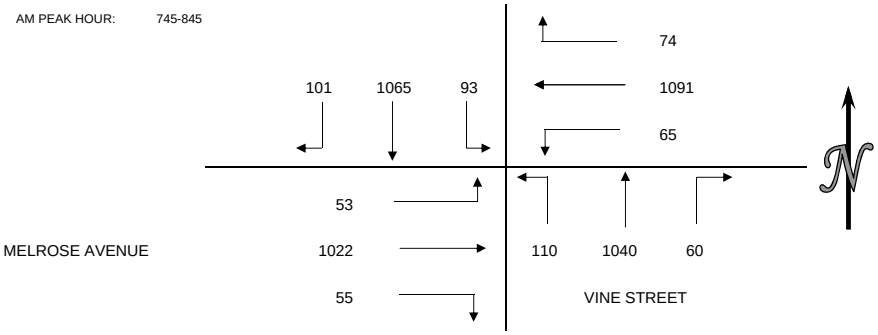
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S VINE STREET
E/W MELROSE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	23	196	25	10	254	16	7	132	19	5	126	8	821
715-730	37	214	33	8	311	12	10	154	15	24	187	10	1015
730-745	33	275	30	11	315	13	14	188	20	18	205	9	1131
745-800	31	236	23	16	305	10	14	225	34	19	242	12	1167
800-815	20	277	22	19	263	27	17	218	27	7	266	13	1176
815-830	22	303	18	18	270	20	15	309	27	21	244	16	1283
830-845	28	249	30	21	253	8	14	288	22	8	270	12	1203
845-900	36	245	26	22	237	13	14	256	20	18	231	18	1136
900-915	31	212	28	22	226	5	16	255	29	16	221	23	1084
915-930	52	226	28	15	204	7	19	238	28	18	209	21	1065
930-945	49	207	28	20	222	13	18	223	27	18	191	23	1039
945-1000	45	209	36	16	215	6	19	235	17	13	185	19	1015
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	124	921	111	45	1185	51	45	699	88	66	760	39	4134
715-815	121	1002	108	54	1194	62	55	785	96	68	900	44	4489
730-830	106	1091	93	64	1153	70	60	940	108	65	957	50	4757
745-845	101	1065	93	74	1091	65	60	1040	110	55	1022	53	4829
800-900	106	1074	96	80	1023	68	60	1071	96	54	1011	59	4798
815-915	117	1009	102	83	986	46	59	1108	98	63	966	69	4706
830-930	147	932	112	80	920	33	63	1037	99	60	931	74	4488
845-945	168	890	110	79	889	38	67	972	104	70	852	85	4324
900-1000	177	854	120	73	867	31	72	951	101	65	806	86	4203

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	4	6	7	23
715-730	15	4	4	4	27
730-745	8	11	10	9	38
745-800	16	12	7	5	40
800-815	11	15	7	5	38
815-830	7	5	9	5	26
830-845	19	5	3	2	29
854-900	9	7	11	8	35
900-915	10	6	3	7	26
915-930	13	8	9	12	42
930-945	9	7	8	11	35
945-1000	18	6	14	10	48
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	45	31	27	25	128
715-815	50	42	28	23	143
730-830	42	43	33	24	142
745-845	53	37	26	17	133
800-900	46	32	30	20	128
815-915	45	23	26	22	116
830-930	51	26	26	29	132
845-945	41	28	31	38	138
900-1000	50	27	34	40	151

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	1	0	0	1	2
730-745	10	1	0	0	11
745-800	5	2	3	2	12
800-815	1	5	3	1	10
815-830	7	0	2	1	10
830-845	2	0	1	1	4
845-900	1	0	1	1	3
900-915	2	1	2	1	6
915-930	2	1	1	1	5
930-945	0	0	0	0	0
945-1000	3	0	1	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	17	3	3	3	26
715-815	17	8	6	4	35
730-830	23	8	8	4	43
745-845	15	7	9	5	36
800-900	11	5	7	4	27
815-915	12	1	6	4	23
830-930	7	2	5	4	18
845-945	5	2	4	3	14
900-1000	7	2	4	3	16

WILTEC

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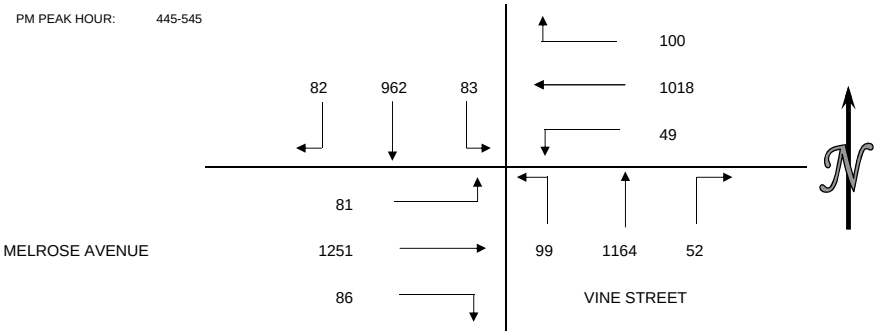
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S VINE STREET
E/W MELROSE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	39	237	27	28	225	7	16	264	20	18	248	21	1150
315-330	29	219	37	40	182	11	10	249	31	18	288	28	1142
330-345	15	202	22	22	207	11	15	263	29	19	318	21	1144
345-400	22	231	30	28	239	11	11	242	22	18	277	20	1151
400-415	13	277	26	36	229	13	13	268	29	28	280	29	1241
415-430	18	265	20	28	222	8	5	288	17	15	312	19	1217
430-445	30	246	26	23	240	8	17	263	27	16	301	24	1221
445-500	28	245	33	26	273	14	8	276	25	14	310	16	1268
500-515	16	252	19	25	253	15	10	286	26	25	315	22	1264
515-530	12	221	11	7	232	10	13	304	23	19	310	24	1186
530-545	26	244	20	42	260	10	21	298	25	28	316	19	1309
545-600	16	209	23	42	228	3	9	298	30	18	307	21	1204
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	105	889	116	118	853	40	52	1018	102	73	1131	90	4587
315-415	79	929	115	126	857	46	49	1022	111	83	1163	98	4678
330-430	68	975	98	114	897	43	44	1061	97	80	1187	89	4753
345-445	83	1019	102	115	930	40	46	1061	95	77	1170	92	4830
400-500	89	1033	105	113	964	43	43	1095	98	73	1203	88	4947
415-515	92	1008	98	102	988	45	40	1113	95	70	1238	81	4970
430-530	86	964	89	81	998	47	48	1129	101	74	1236	86	4939
445-545	82	962	83	100	1018	49	52	1164	99	86	1251	81	5027
500-600	70	926	73	116	973	38	53	1186	104	90	1248	86	4963

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	9	7	21	9	46
315-330	13	31	7	14	65
330-345	34	25	17	9	85
345-400	40	31	14	12	97
400-415	9	6	34	24	73
415-430	25	24	5	8	62
430-445	19	17	10	10	56
445-500	6	4	10	8	28
500-515	10	21	13	11	55
515-530	23	3	11	13	50
530-545	9	7	4	8	28
545-600	17	5	9	17	48
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	96	94	59	44	293
315-415	96	93	72	59	320
330-430	108	86	70	53	317
345-445	93	78	63	54	288
400-500	59	51	59	50	219
415-515	60	66	38	37	201
430-530	58	45	44	42	189
445-545	48	35	38	40	161
500-600	59	36	37	49	181

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	1	2	5
315-330	3	7	2	1	13
330-345	3	2	2	2	9
345-400	6	1	0	2	9
400-415	5	2	2	1	10
415-430	8	1	0	0	9
430-445	0	1	1	1	3
445-500	0	2	3	1	6
500-515	0	0	1	1	2
515-530	3	0	0	0	3
530-545	1	1	1	0	3
545-600	5	2	1	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	14	10	5	7	36
315-415	17	12	6	6	41
330-430	22	6	4	5	37
345-445	19	5	3	4	31
400-500	13	6	6	3	28
415-515	8	4	5	3	20
430-530	3	3	5	3	14
445-545	4	3	5	2	14
500-600	9	3	3	1	16

Turning Movement Count Report AM

Location ID: 4
North/South: Gower Street
East/West: Melrose Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	37	0	42	38	292	0	0	0	0	0	106	25	540
7:15	47	0	42	50	318	0	0	0	0	0	116	19	592
7:30	37	0	64	51	326	0	0	0	0	0	193	29	700
7:45	50	0	74	72	309	0	0	0	0	0	216	20	741
8:00	54	0	74	65	268	0	0	0	0	0	259	34	754
8:15	61	0	84	56	280	0	0	0	0	0	235	45	761
8:30	66	0	97	62	261	0	0	0	0	0	238	40	764
8:45	67	0	81	72	300	0	0	0	0	0	201	35	756
9:00	67	0	47	70	295	0	0	0	0	0	206	42	727
9:15	54	0	73	53	250	0	0	0	0	0	178	39	647
9:30	60	0	63	54	253	0	0	0	0	0	168	43	641
9:45	64	0	52	53	272	0	0	0	0	0	155	51	647
Total Volume:	664	0	793	696	3424	0	0	0	0	0	2271	422	8270
Approach %	46%	0%	54%	17%	83%	0%	0%	0%	0%	0%	84%	16%	
Peak Hr Begin:	8:00												
PHV	248	0	336	255	1109	0	0	0	0	0	933	154	3035
PHF	0.896			0.917			0.000			0.927			0.993

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 4
North/South: Gower Street
East/West: Melrose Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	53	0	81	49	215	0	0	0	0	0	223	45	666
15:15	55	0	91	52	205	0	0	0	0	0	283	39	725
15:30	54	0	112	62	240	0	0	0	0	0	267	42	777
15:45	58	0	122	56	224	0	0	0	0	0	286	43	789
16:00	66	0	123	65	195	0	0	0	0	0	296	42	787
16:15	68	0	119	61	245	0	0	0	0	0	302	53	848
16:30	56	0	120	82	249	0	0	0	0	0	288	52	847
16:45	61	0	97	80	235	0	0	0	0	0	259	51	783
17:00	52	0	128	52	241	0	0	0	0	0	318	51	842
17:15	54	0	132	71	226	0	0	0	0	0	281	48	812
17:30	76	0	103	67	261	0	0	0	0	0	280	49	836
17:45	65	0	117	92	237	0	0	0	0	0	273	63	847

Total Volume:	718	0	1345	789	2773	0	0	0	0	0	3356	578	9559
Approach %	35%	0%	65%	22%	78%	0%	0%	0%	0%	0%	85%	15%	

Peak Hr Begin:	17:00												
PHV	247	0	480	282	965	0	0	0	0	0	1152	211	3337
PHF	0.977			0.948			0.000			0.923			0.985

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	2	0	0	0	0	0	0	1
7:15	2	0	0	0	0	0	1	0
7:30	5	0	1	0	0	0	2	0
7:45	2	0	0	0	0	0	4	1
8:00	1	0	0	0	0	0	1	0
8:15	7	1	0	0	0	0	7	0
8:30	1	0	0	0	0	0	5	0
8:45	4	1	0	0	0	0	1	0
9:00	4	0	0	0	0	0	5	0
9:15	6	4	0	0	0	0	3	1
9:30	6	1	0	0	0	0	10	0
9:45	4	2	0	0	0	0	6	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	5	2	0	0	0	0	5	0
15:15	10	4	1	0	0	0	6	0
15:30	4	3	0	0	0	0	10	1
15:45	9	0	0	0	0	0	6	1
16:00	4	3	0	0	0	0	6	0
16:15	12	2	0	0	0	0	3	0
16:30	2	0	0	0	0	0	7	0
16:45	2	1	0	0	0	0	7	0
17:00	11	0	0	0	0	0	7	1
17:15	15	1	0	0	0	0	5	0
17:30	5	0	0	0	0	0	1	0
17:45	1	0	0	0	0	0	3	0

Turning Movement Count Report AM

Location ID: 5
North/South: Western Avenue
East/West: Melrose Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	34	230	15	15	267	21	18	228	19	19	112	13	991
7:15	37	225	15	8	295	25	22	250	27	9	141	15	1069
7:30	40	216	19	8	324	20	22	256	19	15	230	15	1184
7:45	43	285	22	10	246	20	30	322	29	27	224	14	1272
8:00	40	278	17	12	273	20	26	291	21	18	253	16	1265
8:15	37	271	18	8	287	25	20	238	17	18	279	19	1237
8:30	25	255	19	7	327	23	21	270	21	18	249	16	1251
8:45	33	258	18	13	267	17	18	231	21	12	224	20	1132
9:00	36	311	31	9	255	19	14	232	20	15	181	21	1144
9:15	23	264	22	15	252	20	15	227	25	18	162	20	1063
9:30	22	280	9	16	270	17	14	217	22	18	161	18	1064
9:45	22	247	14	10	248	25	22	224	7	13	146	22	1000

Total Volume:	392	3120	219	131	3311	252	242	2986	248	200	2362	209	13672
Approach %	11%	84%	6%	4%	90%	7%	7%	86%	7%	7%	85%	8%	

Peak Hr Begin:	7:45												
PHV	145	1089	76	37	1133	88	97	1121	88	81	1005	65	5025
PHF	0.936			0.881			0.857			0.911			0.988

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 5
North/South: Western Avenue
East/West: Melrose Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	27	288	18	15	158	22	18	238	16	20	227	38	1085
15:15	32	273	22	17	189	13	17	262	18	16	278	29	1166
15:30	17	269	20	15	204	22	14	243	18	24	282	20	1148
15:45	27	285	20	21	157	19	15	263	10	19	300	26	1162
16:00	25	271	16	26	190	21	11	244	18	24	286	33	1165
16:15	27	245	25	21	224	15	8	253	18	21	300	35	1192
16:30	34	295	22	15	250	14	26	231	14	24	290	26	1241
16:45	34	290	25	11	209	12	23	247	18	23	299	39	1230
17:00	22	277	19	16	242	20	21	279	16	24	270	21	1227
17:15	24	256	24	20	230	22	19	279	14	14	269	34	1205
17:30	24	268	22	23	248	21	22	256	25	13	280	25	1227
17:45	20	256	18	22	213	19	19	262	21	18	307	29	1204

Total Volume:	313	3273	251	222	2514	220	213	3057	206	240	3388	355	14252
Approach %	8%	85%	7%	8%	85%	7%	6%	88%	6%	6%	85%	9%	

Peak Hr Begin:	16:30												
PHV	114	1118	90	62	931	68	89	1036	62	85	1128	120	4903
PHF	0.942			0.951			0.939			0.923			0.988

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	32	0	6	1	8	0	26	0
7:15	33	0	9	0	23	2	24	0
7:30	35	0	3	0	8	0	26	0
7:45	18	2	12	0	13	1	14	0
8:00	22	1	10	0	11	2	13	0
8:15	21	0	11	1	14	0	16	1
8:30	14	5	8	1	23	2	11	0
8:45	19	1	9	1	12	1	14	0
9:00	19	5	12	1	14	3	13	1
9:15	12	2	14	1	7	3	14	0
9:30	9	2	8	1	13	0	16	1
9:45	29	1	12	0	17	0	18	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	16	1	8	2	21	0	20	0
15:15	20	1	10	0	20	3	14	2
15:30	25	3	19	1	29	2	18	1
15:45	32	3	20	1	26	3	30	1
16:00	22	0	22	2	41	3	25	4
16:15	30	1	14	0	16	1	26	1
16:30	31	1	22	0	29	1	35	0
16:45	26	0	25	0	18	1	25	0
17:00	27	1	17	1	21	2	27	2
17:15	35	0	18	1	30	3	15	0
17:30	20	4	15	0	33	1	26	0
17:45	21	0	17	1	18	0	13	1

Turning Movement Count Report AM

Location ID: 6
North/South: Highland Avenue
East/West: Rosewood Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	310	2	1	0	4	4	212	2	3	1	3	544
7:15	7	305	3	2	1	2	2	253	4	3	6	3	591
7:30	3	358	2	2	16	7	2	300	9	3	10	3	715
7:45	1	398	2	3	27	10	7	310	9	3	12	6	788
8:00	13	359	2	3	22	6	9	310	7	2	14	7	754
8:15	11	389	3	2	19	4	23	334	7	3	10	6	811
8:30	6	379	2	0	13	11	18	321	9	9	8	6	782
8:45	11	368	1	3	16	7	13	360	5	8	5	8	805
9:00	4	398	0	0	16	20	8	345	6	3	10	7	817
9:15	10	397	2	3	10	16	17	356	8	7	10	8	844
9:30	2	308	1	0	13	12	26	309	3	6	5	2	687
9:45	5	301	0	4	16	17	12	321	8	7	11	6	708

Total Volume:	75	4270	20	23	169	116	141	3731	77	57	102	65	8846
Approach %	2%	98%	0%	7%	55%	38%	4%	94%	2%	25%	46%	29%	

Peak Hr Begin:	8:30												
PHV	31	1542	5	6	55	54	56	1382	28	27	33	29	3248
PHF	0.965			0.799			0.962			0.890			0.962

Turning Movement Count Report PM

Location ID: 6
North/South: Highland Avenue
East/West: Rosewood Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	6	304	3	3	6	4	24	309	7	4	17	5	692
15:15	4	347	2	0	6	9	34	302	6	3	25	10	748
15:30	9	385	4	2	5	6	43	310	9	10	21	2	806
15:45	11	358	7	1	1	8	40	290	6	3	33	9	767
16:00	4	342	9	1	2	3	33	289	4	8	26	4	725
16:15	4	346	4	0	5	3	31	331	5	10	28	4	771
16:30	6	363	2	4	3	3	46	302	11	8	25	7	780
16:45	2	307	8	2	8	5	25	309	4	9	32	6	717
17:00	3	354	7	0	5	4	18	303	8	2	36	11	751
17:15	4	368	7	1	4	7	19	333	4	10	51	12	820
17:30	5	364	1	0	1	7	17	305	9	5	45	6	765
17:45	9	356	2	0	2	9	17	326	10	4	47	6	788

Total Volume:	67	4194	56	14	48	68	347	3709	83	76	386	82	9130
Approach %	2%	97%	1%	11%	37%	52%	8%	90%	2%	14%	71%	15%	

Peak Hr Begin:	17:00												
PHV	21	1442	17	1	12	27	71	1267	31	21	179	35	3124
PHF	0.976			0.833			0.961			0.805			0.952

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	4	0	0	0	0	0	1	0
7:15	1	0	2	0	3	0	1	1
7:30	0	0	1	0	1	0	0	0
7:45	3	0	0	0	0	0	1	0
8:00	0	1	0	1	0	0	1	0
8:15	2	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	2	0
8:45	0	0	2	0	2	0	0	0
9:00	2	0	0	0	4	0	3	0
9:15	2	1	0	0	3	0	0	0
9:30	0	0	1	0	1	0	2	0
9:45	2	1	2	0	3	0	3	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	1	0	2	0
15:15	0	0	0	0	1	0	1	1
15:30	1	0	0	1	0	0	4	0
15:45	1	0	1	0	2	1	1	0
16:00	0	0	1	0	0	0	1	0
16:15	1	0	0	0	2	0	1	0
16:30	2	0	1	0	0	0	2	1
16:45	1	0	2	0	0	0	3	0
17:00	1	0	2	0	0	0	0	0
17:15	1	0	5	0	0	0	1	0
17:30	0	0	0	0	1	0	0	0
17:45	2	0	2	1	0	0	0	0

Turning Movement Count Report AM

Location ID: 7
North/South: Highland Avenue
East/West: Beverly Boulevard

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	35	279	2	6	303	38	20	203	1	1	135	20	1043
7:15	25	268	2	3	320	37	22	251	0	3	145	24	1100
7:30	48	315	1	3	308	36	26	286	0	5	194	29	1251
7:45	64	335	0	2	310	34	28	303	0	7	268	27	1378
8:00	43	305	0	4	297	30	23	305	0	10	259	40	1316
8:15	44	341	1	10	272	28	25	315	0	6	226	37	1305
8:30	41	348	1	3	292	32	21	320	0	9	239	40	1346
8:45	48	314	0	7	301	38	28	346	1	6	240	29	1358
9:00	44	342	0	5	305	32	29	344	1	10	247	33	1392
9:15	37	342	1	8	290	38	25	342	0	7	244	31	1365
9:30	28	315	1	5	286	36	18	303	1	2	203	33	1231
9:45	46	270	0	5	320	34	11	324	0	3	195	26	1234

Total Volume:	503	3774	9	61	3604	413	276	3642	4	69	2595	369	15319
Approach %	12%	88%	0%	1%	88%	10%	7%	93%	0%	2%	86%	12%	

Peak Hr Begin:	8:30												
PHV	170	1346	2	23	1188	140	103	1352	2	32	970	133	5461
PHF	0.973			0.976			0.971			0.978			0.981

Turning Movement Count Report PM

Location ID: 7
North/South: Highland Avenue
East/West: Beverly Boulevard

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	35	289	7	11	208	26	38	304	1	8	255	43	1225
15:15	39	300	3	9	254	24	37	308	2	7	327	50	1360
15:30	25	351	1	5	231	23	41	315	0	8	316	35	1351
15:45	39	315	1	8	233	20	56	311	1	3	332	45	1364
16:00	40	310	3	6	239	19	41	306	0	4	341	25	1334
16:15	42	304	0	13	231	22	34	335	0	9	336	37	1363
16:30	36	335	0	5	257	21	31	329	0	13	319	32	1378
16:45	23	327	1	10	264	21	41	314	0	4	332	35	1372
17:00	23	300	2	13	274	22	38	298	0	3	332	34	1339
17:15	24	331	0	9	267	21	32	322	0	2	342	35	1385
17:30	26	335	0	6	275	24	39	315	1	3	346	20	1390
17:45	30	310	0	8	303	21	25	332	2	0	342	30	1403

Total Volume:	382	3807	18	103	3036	264	453	3789	7	64	3920	421	16264
Approach %	9%	90%	0%	3%	89%	8%	11%	89%	0%	1%	89%	10%	

Peak Hr Begin:	17:00												
PHV	103	1276	2	36	1119	88	134	1267	3	8	1362	119	5517
PHF	0.956			0.936			0.978			0.982			0.983

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	1	0	1	0	0	0	1	0
7:15	1	1	6	1	0	0	2	0
7:30	4	0	4	1	0	0	0	0
7:45	2	0	0	0	0	0	2	0
8:00	0	0	2	0	0	0	0	0
8:15	0	1	1	0	0	0	0	0
8:30	2	0	3	0	0	0	1	0
8:45	2	1	6	0	4	0	2	0
9:00	1	0	3	0	3	0	0	0
9:15	0	0	1	0	1	1	2	1
9:30	3	1	1	0	1	0	3	0
9:45	1	0	1	0	3	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	3	1	0	0	1	0	1	0
15:15	3	1	0	1	2	3	1	1
15:30	2	0	0	0	1	0	1	0
15:45	3	1	0	1	5	0	3	0
16:00	0	0	1	0	4	0	1	0
16:15	5	1	3	0	0	1	4	0
16:30	2	0	1	1	0	0	1	1
16:45	3	1	0	0	0	0	3	0
17:00	1	1	0	0	0	1	2	0
17:15	2	1	6	0	0	2	5	0
17:30	2	1	3	0	0	0	4	0
17:45	3	1	1	0	0	0	2	1

WILTEC

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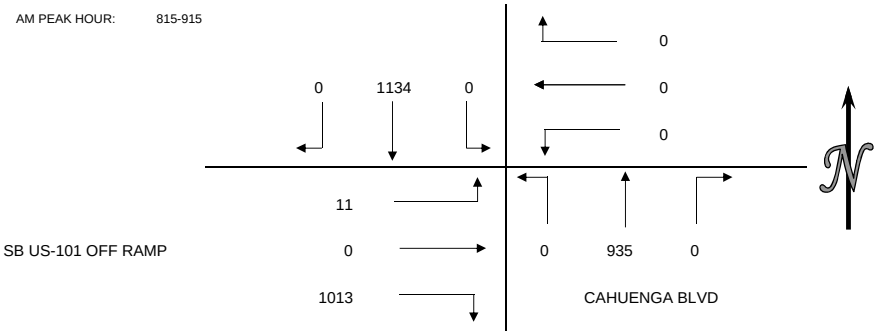
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BLVD
E/W SB US-101 OFF RAMP
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	174	0	0	0	0	0	104	0	216	0	2	496
715-730	0	191	0	0	0	0	0	107	0	322	0	1	621
730-745	0	231	0	0	0	0	0	134	0	297	0	1	663
745-800	0	263	0	0	0	0	0	150	0	236	0	0	649
800-815	0	271	0	0	0	0	0	196	0	258	0	0	725
815-830	0	291	0	0	0	0	0	228	0	260	0	4	783
830-845	0	280	0	0	0	0	0	265	0	258	0	3	806
845-900	0	288	0	0	0	0	0	219	0	247	0	3	757
900-915	0	275	0	0	0	0	0	223	0	248	0	1	747
915-930	0	296	0	0	0	0	0	242	0	222	0	2	762
930-945	0	245	0	0	0	0	0	220	0	299	0	4	768
945-1000	0	254	0	0	0	0	0	201	0	257	0	5	717
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	859	0	0	0	0	0	495	0	1071	0	4	2429
715-815	0	956	0	0	0	0	0	587	0	1113	0	2	2658
730-830	0	1056	0	0	0	0	0	708	0	1051	0	5	2820
745-845	0	1105	0	0	0	0	0	839	0	1012	0	7	2963
800-900	0	1130	0	0	0	0	0	908	0	1023	0	10	3071
815-915	0	1134	0	0	0	0	0	935	0	1013	0	11	3093
830-930	0	1139	0	0	0	0	0	949	0	975	0	9	3072
845-945	0	1104	0	0	0	0	0	904	0	1016	0	10	3034
900-1000	0	1070	0	0	0	0	0	886	0	1026	0	12	2994

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	1	1
730-745	0	0	0	0	0
745-800	0	0	0	1	1
800-815	0	0	0	2	2
815-830	0	0	0	1	1
830-845	0	0	0	2	2
854-900	0	0	0	2	2
900-915	0	0	0	1	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	4	4
715-815	0	0	0	4	4
730-830	0	0	0	4	4
745-845	0	0	0	6	6
800-900	0	0	0	7	7
815-915	0	0	0	6	6
830-930	0	0	0	5	5
845-945	0	0	0	3	3
900-1000	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	2	2
815-830	0	0	0	1	1
830-845	0	0	0	1	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	1	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	2	2
730-830	0	0	0	3	3
745-845	0	0	0	4	4
800-900	0	0	0	4	4
815-915	0	0	0	2	2
830-930	0	0	0	2	2
845-945	0	0	0	1	1
900-1000	0	0	0	1	1

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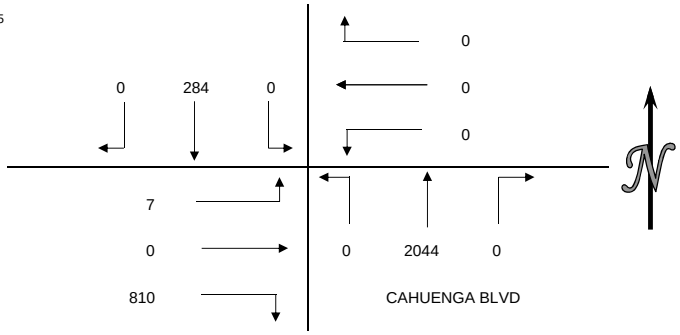
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BLVD
E/W SB US-101 OFF RAMP
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	110	0	0	0	0	0	390	0	156	0	3	659
315-330	0	109	0	0	0	0	0	390	0	161	0	2	662
330-345	0	104	0	0	0	0	0	438	0	140	0	4	686
345-400	0	93	0	0	0	0	0	476	0	151	0	5	725
400-415	0	88	0	0	0	0	0	485	0	176	0	3	752
415-430	0	71	0	0	0	0	0	531	0	158	0	8	768
430-445	0	81	0	0	0	0	0	493	0	162	0	3	739
445-500	0	76	0	0	0	0	0	509	0	182	0	2	769
500-515	0	99	0	0	0	0	0	505	0	202	0	1	807
515-530	0	68	0	0	0	0	0	530	0	213	0	0	811
530-545	0	41	0	0	0	0	0	500	0	213	0	4	758
545-600	0	58	0	0	0	0	0	475	0	214	0	4	751
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	416	0	0	0	0	0	1694	0	608	0	14	2732
315-415	0	394	0	0	0	0	0	1789	0	628	0	14	2825
330-430	0	356	0	0	0	0	0	1930	0	625	0	20	2931
345-445	0	333	0	0	0	0	0	1985	0	647	0	19	2984
400-500	0	316	0	0	0	0	0	2018	0	678	0	16	3028
415-515	0	327	0	0	0	0	0	2038	0	704	0	14	3083
430-530	0	324	0	0	0	0	0	2037	0	759	0	6	3126
445-545	0	284	0	0	0	0	0	2044	0	810	0	7	3145
500-600	0	266	0	0	0	0	0	2010	0	842	0	9	3127

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	1	1
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	1	1
415-430	0	0	0	1	1
430-445	0	0	0	4	4
445-500	0	0	0	1	1
500-515	0	0	0	5	5
515-530	0	0	0	0	0
530-545	0	0	0	2	2
545-600	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	1	1
315-415	0	0	0	1	1
330-430	0	0	0	2	2
345-445	0	0	0	6	6
400-500	0	0	0	7	7
415-515	0	0	0	11	11
430-530	0	0	0	10	10
445-545	0	0	0	8	8
500-600	0	0	0	9	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	1	1
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	1	1
315-415	0	0	0	1	1
330-430	0	0	0	1	1
345-445	0	0	0	1	1
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

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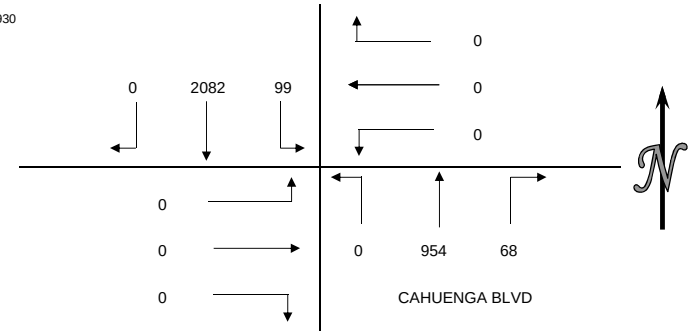
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BLVD
E/W SB US-101 ON RAMP
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	371	7	0	0	0	8	90	0	0	0	0	476
715-730	0	460	15	0	0	0	32	106	0	0	0	0	613
730-745	0	533	13	0	0	0	21	130	0	0	0	0	697
745-800	0	509	16	0	0	0	17	157	0	0	0	0	699
800-815	0	522	14	0	0	0	14	102	0	0	0	0	652
815-830	0	497	19	0	0	0	24	196	0	0	0	0	736
830-845	0	532	30	0	0	0	13	256	0	0	0	0	831
845-900	0	512	26	0	0	0	16	240	0	0	0	0	794
900-915	0	507	17	0	0	0	16	217	0	0	0	0	757
915-930	0	531	26	0	0	0	23	241	0	0	0	0	821
930-945	0	499	22	0	0	0	16	214	0	0	0	0	751
945-1000	0	510	19	0	0	0	17	194	0	0	0	0	740
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	1873	51	0	0	0	78	483	0	0	0	0	2485
715-815	0	2024	58	0	0	0	84	495	0	0	0	0	2661
730-830	0	2061	62	0	0	0	76	585	0	0	0	0	2784
745-845	0	2060	79	0	0	0	68	711	0	0	0	0	2918
800-900	0	2063	89	0	0	0	67	794	0	0	0	0	3013
815-915	0	2048	92	0	0	0	69	909	0	0	0	0	3118
830-930	0	2082	99	0	0	0	68	954	0	0	0	0	3203
845-945	0	2049	91	0	0	0	71	912	0	0	0	0	3123
900-1000	0	2047	84	0	0	0	72	866	0	0	0	0	3069

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	2	0	0	2
730-745	0	1	0	0	1
745-800	0	2	0	0	2
800-815	0	0	0	0	0
815-830	0	3	0	0	3
830-845	0	1	0	0	1
854-900	0	0	0	0	0
900-915	0	3	0	0	3
915-930	0	0	0	0	0
930-945	0	5	0	0	5
945-1000	0	3	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	6	0	0	6
715-815	0	5	0	0	5
730-830	0	6	0	0	6
745-845	0	6	0	0	6
800-900	0	4	0	0	4
815-915	0	7	0	0	7
830-930	0	4	0	0	4
845-945	0	8	0	0	8
900-1000	0	11	0	0	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	3	0	0	3
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	4	0	0	4
715-815	0	4	0	0	4
730-830	0	4	0	0	4
745-845	0	3	0	0	3
800-900	0	0	0	0	0
815-915	0	1	0	0	1
830-930	0	1	0	0	1
845-945	0	1	0	0	1
900-1000	0	2	0	0	2

WILTEC

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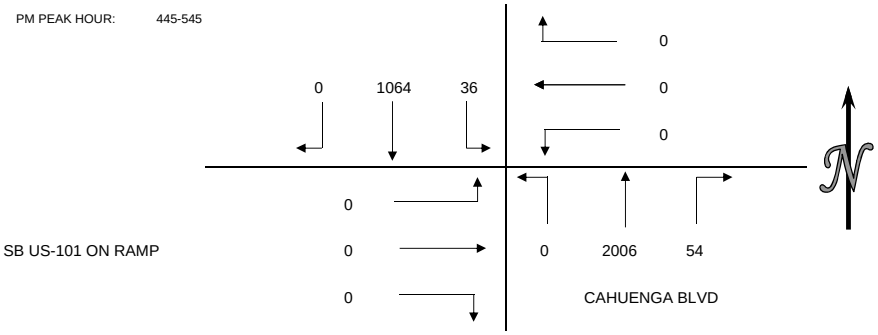
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 27, 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BLVD
E/W SB US-101 ON RAMP
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	229	8	0	0	0	16	316	0	0	0	0	569
315-330	0	264	13	0	0	0	20	416	0	0	0	0	713
330-345	0	245	5	0	0	0	19	454	0	0	0	0	723
345-400	0	232	13	0	0	0	15	489	0	0	0	0	749
400-415	0	268	3	0	0	0	19	492	0	0	0	0	782
415-430	0	216	18	0	0	0	20	510	0	0	0	0	764
430-445	0	234	9	0	0	0	16	515	0	0	0	0	774
445-500	0	257	8	0	0	0	8	491	0	0	0	0	764
500-515	0	252	10	0	0	0	17	482	0	0	0	0	761
515-530	0	296	10	0	0	0	19	522	0	0	0	0	847
530-545	0	259	8	0	0	0	10	511	0	0	0	0	788
545-600	0	275	10	0	0	0	8	462	0	0	0	0	755
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	970	39	0	0	0	70	1675	0	0	0	0	2754
315-415	0	1009	34	0	0	0	73	1851	0	0	0	0	2967
330-430	0	961	39	0	0	0	73	1945	0	0	0	0	3018
345-445	0	950	43	0	0	0	70	2006	0	0	0	0	3069
400-500	0	975	38	0	0	0	63	2008	0	0	0	0	3084
415-515	0	959	45	0	0	0	61	1998	0	0	0	0	3063
430-530	0	1039	37	0	0	0	60	2010	0	0	0	0	3146
445-545	0	1064	36	0	0	0	54	2006	0	0	0	0	3160
500-600	0	1082	38	0	0	0	54	1977	0	0	0	0	3151

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	7	0	0	7
315-330	0	2	0	0	2
330-345	0	0	0	0	0
345-400	0	4	0	0	4
400-415	0	3	0	0	3
415-430	0	6	0	0	6
430-445	0	1	0	0	1
445-500	0	1	0	0	1
500-515	0	5	0	0	5
515-530	0	3	0	0	3
530-545	0	6	0	0	6
545-600	0	10	0	0	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	13	0	0	13
315-415	0	9	0	0	9
330-430	0	13	0	0	13
345-445	0	14	0	0	14
400-500	0	11	0	0	11
415-515	0	13	0	0	13
430-530	0	10	0	0	10
445-545	0	15	0	0	15
500-600	0	24	0	0	24

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	2	0	0	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	0	0
315-415	0	0	0	0	0
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	2	0	0	2
500-600	0	2	0	0	2

Location ID: 23
North/South: Argyle Ave
East/West: US-101 SB On-ramp

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	20	11	0	0	0	7	29	0	0	0	0	67
07:15	0	31	16	0	0	0	14	37	0	0	0	0	98
07:30	0	26	22	0	0	0	8	41	0	0	0	0	97
07:45	0	39	14	0	0	0	10	46	0	0	0	0	109
08:00	0	43	23	0	0	0	11	61	0	0	0	0	138
08:15	0	35	23	0	0	0	11	81	0	0	0	0	150
08:30	0	46	17	0	0	0	12	68	0	0	0	0	143
08:45	0	60	24	0	0	0	9	66	0	0	0	0	159
09:00	0	59	25	0	0	0	10	67	0	0	0	0	161
09:15	0	46	23	0	0	0	9	62	0	0	0	0	140
09:30	0	48	23	0	0	0	16	56	0	0	0	0	143
09:45	0	49	34	0	0	0	20	50	0	0	0	0	153
Total Volume:	0	502	255	0	0	0	137	664	0	0	0	0	1558
Approach %	0%	66%	34%	0%	0%	0%	17%	83%	0%	0%	0%	0%	
Peak Hr Begin:	8:15												
PHV	0	200	89	0	0	0	42	282	0	0	0	0	613
PHF	0.860			0.000			0.880			0.000			0.952

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	29	13	0	0	0	40	117	0	0	0	0	199
15:15	0	34	15	0	0	0	13	114	0	0	0	0	176
15:30	0	29	17	0	0	0	11	119	0	0	0	0	176
15:45	0	31	20	0	0	0	25	131	0	0	0	0	207
16:00	0	25	15	0	0	0	16	123	0	0	0	0	179
16:15	0	22	23	0	0	0	18	121	0	0	0	0	184
16:30	0	22	21	0	0	0	12	141	0	0	0	0	196
16:45	0	39	13	0	0	0	16	147	0	0	0	0	215
17:00	0	29	18	0	0	0	24	147	0	0	0	0	218
17:15	0	25	18	0	0	0	22	175	0	0	0	0	240
17:30	0	23	21	0	0	0	15	178	0	0	0	0	237
17:45	0	44	16	0	0	0	27	161	0	0	0	0	248
Total Volume:	0	352	210	0	0	0	239	1674	0	0	0	0	2475
Approach %	0%	63%	37%	0%	0%	0%	12%	88%	0%	0%	0%	0%	
Peak Hr Begin:	17:00												
PHV	0	121	73	0	0	0	88	661	0	0	0	0	943
PHF	0.808			0.000			0.951			0.000			0.951

	Pedestrians			
Leg:	North	East	South	West
07:00	0	14	0	0
07:15	0	13	0	0
07:30	0	14	0	0
07:45	2	15	0	0
08:00	0	9	0	0
08:15	2	17	1	0
08:30	1	3	0	0
08:45	1	16	0	0
09:00	0	15	0	0
09:15	0	6	0	0
09:30	0	14	1	0
09:45	0	14	0	0

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	0	0	0	0
07:30	0	0	0	0
07:45	1	0	0	0
08:00	1	0	0	0
08:15	0	0	0	0
08:30	2	0	0	0
08:45	2	0	0	0
09:00	0	0	0	0
09:15	0	0	0	0
09:30	1	0	0	0
09:45	1	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	0	15	0	0
16:15	0	16	0	0
16:30	0	25	0	0
16:45	0	23	0	0
17:00	0	17	0	0
17:15	1	15	0	0
17:30	0	14	0	0
17:45	0	17	0	0
18:00	0	42	1	0
18:15	0	13	0	0
18:30	1	22	0	0
18:45	0	20	0	0

	Bicycle			
Leg:	North	East	South	West
16:00	0	0	0	0
16:15	0	0	0	0
16:30	1	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	0	0	1	0
18:15	0	0	0	0
18:30	0	0	0	0
18:45	0	0	0	0

Location ID: 24
North/South: Gower St
East/West: US-101 NB Off-ramp

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	69	0	17	0	35	0	92	0	0	0	0	213
07:15	0	73	0	16	0	28	0	105	0	0	0	0	222
07:30	0	104	0	19	0	38	0	128	0	0	0	0	289
07:45	0	93	0	25	0	45	0	138	0	0	0	0	301
08:00	0	104	0	18	0	32	0	120	0	0	0	0	274
08:15	0	91	0	17	0	49	0	126	0	0	0	0	283
08:30	0	119	0	21	0	44	0	128	0	0	0	0	312
08:45	0	104	0	26	0	43	0	142	0	0	0	0	315
09:00	0	98	0	23	0	52	0	136	0	0	0	0	309
09:15	0	112	0	25	0	45	0	94	0	0	0	0	276
09:30	0	95	0	31	0	49	0	106	0	0	0	0	281
09:45	0	99	0	35	0	55	0	118	0	0	0	0	307

Total Volume:	0	1161	0	273	0	515	0	1433	0	0	0	0	3382
Approach %	0%	100%	0%	35%	0%	65%	0%	100%	0%	#DIV/0!	#DIV/0!	#DIV/0!	

Peak Hr Begin:	8:15												
PHV	0	412	0	87	0	188	0	532	0	0	0	0	1219
PHF		0.866			0.917			0.937			#DIV/0!		0.967

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	71	0	27	0	21	0	180	0	0	0	0	299
15:15	0	60	0	42	0	15	0	183	0	0	0	0	300
15:30	0	80	0	28	0	19	0	189	0	0	0	0	316
15:45	0	70	0	23	0	22	0	198	0	0	0	0	313
16:00	0	63	0	27	0	13	0	205	0	0	0	0	308
16:15	0	64	0	18	0	8	0	237	0	0	0	0	327
16:30	0	63	0	25	0	17	0	187	0	0	0	0	292
16:45	0	76	0	18	0	13	0	275	0	0	0	0	382
17:00	0	58	0	31	0	10	0	231	0	0	0	0	330
17:15	0	63	0	21	0	15	0	251	0	0	0	0	350
17:30	0	77	0	12	0	10	0	254	0	0	0	0	353
17:45	0	61	0	18	0	9	0	257	0	0	0	0	345

Total Volume:	0	806	0	290	0	172	0	2647	0	0	0	0	3915
Approach %	0%	100%	0%	63%	0%	37%	0%	100%	0%	#DIV/0!	#DIV/0!	#DIV/0!	

Peak Hr Begin:	16:45												
PHV	0	274	0	82	0	48	0	1011	0	0	0	0	1415
PHF		0.890			0.793			0.919			#DIV/0!		0.926

	Pedestrians			
Leg:	North	East	South	West
07:00	0	7	0	0
07:15	0	9	0	0
07:30	0	9	0	0
07:45	0	13	1	0
08:00	0	19	0	0
08:15	0	4	0	0
08:30	0	8	0	0
08:45	0	7	0	0
09:00	0	6	0	0
09:15	0	4	0	0
09:30	0	4	0	0
09:45	0	5	0	0

	Bicycle			
Leg:	North	East	South	West
07:00	1	0	0	0
07:15	0	0	0	0
07:30	0	0	0	0
07:45	0	0	0	0
08:00	2	0	0	0
08:15	1	0	0	0
08:30	1	0	1	0
08:45	0	0	0	0
09:00	1	0	0	0
09:15	1	0	0	0
09:30	0	0	0	0
09:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	0	13	0	0
16:15	0	11	0	0
16:30	0	8	0	0
16:45	0	4	0	0
17:00	0	10	0	0
17:15	0	11	0	0
17:30	0	9	0	0
17:45	0	10	0	0
18:00	0	15	0	0
18:15	0	10	0	0
18:30	0	17	0	0
18:45	0	6	0	0

	Bicycle			
Leg:	North	East	South	West
16:00	0	0	0	0
16:15	0	0	0	0
16:30	4	0	0	0
16:45	0	0	2	0
17:00	0	0	3	0
17:15	0	0	1	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	0	0	0	0
18:15	0	0	0	0
18:30	1	0	0	0
18:45	0	0	0	0

Location ID: 25
North/South: Gower St
East/West: US-101 SB Off-ramp / Yucca St

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	101	3	0	0	0	1	50	0	72	2	39	268
07:15	0	91	8	0	0	0	5	59	0	89	1	46	299
07:30	0	134	4	0	0	0	3	76	0	71	2	51	341
07:45	0	130	8	0	0	0	2	75	0	118	2	64	399
08:00	0	133	6	0	0	0	2	77	0	103	3	44	368
08:15	0	130	6	0	0	0	6	75	0	132	2	48	399
08:30	0	157	5	0	0	0	4	72	0	140	6	59	443
08:45	0	143	7	0	0	0	11	80	0	140	6	63	450
09:00	0	144	6	0	0	0	7	108	0	131	10	40	446
09:15	0	153	3	0	0	0	5	67	0	107	10	41	386
09:30	0	137	5	0	0	0	0	73	0	100	4	40	359
09:45	0	149	5	0	0	0	0	75	0	111	4	44	388
Total Volume:	0	1602	66	0	0	0	46	887	0	1314	52	579	4546
Approach %	0%	96%	4%	#DIV/0!	#DIV/0!	#DIV/0!	5%	95%	0%	68%	3%	30%	
Peak Hr Begin:	8:15												
PHV	0	574	24	0	0	0	28	335	0	543	24	210	1738
PHF	0.923			#DIV/0!			0.789			0.929			0.966

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	90	2	0	0	0	7	145	0	57	0	45	346
15:15	0	76	2	0	0	0	3	128	0	50	15	53	327
15:30	0	65	23	0	0	0	4	147	0	48	10	48	345
15:45	0	88	2	0	0	0	1	142	0	65	3	53	354
16:00	0	72	1	0	0	0	6	158	0	67	2	55	361
16:15	0	67	2	0	0	0	5	168	0	49	4	66	361
16:30	0	78	2	0	0	0	3	149	0	77	5	60	374
16:45	0	81	4	0	0	0	0	179	0	73	5	83	425
17:00	0	68	0	0	0	0	1	170	0	51	4	49	343
17:15	0	78	2	0	0	0	6	194	0	74	2	66	422
17:30	0	82	5	0	0	0	8	180	0	76	2	68	421
17:45	0	62	1	0	0	0	8	190	0	79	5	70	415
Total Volume:	0	907	46	0	0	0	52	1950	0	766	57	716	4494
Approach %	0%	95%	5%	#DIV/0!	#DIV/0!	#DIV/0!	3%	97%	0%	50%	4%	47%	
Peak Hr Begin:	16:45												
PHV	0	309	11	0	0	0	15	723	0	274	13	266	1611
PHF	0.920			#DIV/0!			0.923			0.859			0.948

	Pedestrians			
Leg:	North	East	South	West
07:00	1	9	0	1
07:15	0	11	1	2
07:30	0	12	0	3
07:45	1	17	0	7
08:00	0	18	0	4
08:15	0	5	0	2
08:30	0	13	0	0
08:45	0	8	0	2
09:00	0	16	1	3
09:15	0	9	0	1
09:30	0	15	0	2
09:45	0	12	1	1

	Bicycle			
Leg:	North	East	South	West
07:00	1	0	0	0
07:15	0	0	0	0
07:30	0	0	0	0
07:45	0	0	0	0
08:00	2	0	0	0
08:15	1	0	0	0
08:30	1	0	0	0
08:45	0	0	0	0
09:00	1	0	0	0
09:15	1	0	0	0
09:30	0	0	0	0
09:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	0	14	0	5
16:15	0	12	1	3
16:30	0	8	0	5
16:45	1	7	0	1
17:00	0	9	0	1
17:15	0	8	0	2
17:30	0	8	0	4
17:45	0	10	0	1
18:00	0	18	0	0
18:15	0	9	0	5
18:30	0	14	0	6
18:45	0	10	0	5

	Bicycle			
Leg:	North	East	South	West
16:00	0	0	0	0
16:15	0	0	1	0
16:30	4	0	1	0
16:45	0	0	3	0
17:00	0	0	4	0
17:15	0	0	1	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	0	0	0	0
18:15	0	0	1	0
18:30	1	0	0	0
18:45	0	0	0	0

Location ID: 26
North/South: Gower St
East/West: Yucca St

Date: 05/12/15
City: Hollywood, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	10	198	0	0	0	0	0	39	0	2	0	0	249
07:15	12	229	0	0	0	0	0	68	2	6	0	1	318
07:30	15	202	0	0	0	0	0	62	2	6	0	0	287
07:45	19	221	0	0	0	0	0	77	3	1	0	2	323
08:00	35	223	0	0	0	0	0	87	1	3	0	1	350
08:15	29	209	0	0	0	0	0	84	0	4	0	4	330
08:30	40	216	0	0	0	0	0	96	5	5	0	3	365
08:45	48	261	0	0	0	0	0	78	5	8	0	3	403
09:00	46	209	0	0	0	0	0	84	7	4	0	2	352
09:15	32	199	0	0	0	0	0	90	8	5	0	2	336
09:30	27	202	0	0	0	0	0	66	2	4	0	3	304
09:45	39	218	0	0	0	0	0	65	5	6	0	3	336
Total Volume:	352	2587	0	0	0	0	0	896	40	54	0	24	3953
Approach %	12%	88%	0%	0%	0%	0%	0%	96%	4%	69%	0%	31%	
Peak Hr Begin:	8:30												
PHV	166	885	0	0	0	0	0	348	25	22	0	10	1456
PHF	0.850			0.000			0.923			0.727			0.903

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	6	134	0	0	0	0	0	132	4	4	0	7	287
15:15	14	139	0	0	0	0	0	147	2	7	0	6	315
15:30	9	139	0	0	0	0	0	133	6	8	0	12	307
15:45	12	132	0	0	0	0	0	135	7	11	0	5	302
16:00	14	141	0	0	0	0	0	140	14	11	0	7	327
16:15	9	111	0	0	0	0	0	143	5	13	0	6	287
16:30	13	113	0	0	0	0	0	181	12	6	0	9	334
16:45	17	110	0	0	0	0	0	148	12	6	0	9	302
17:00	9	139	0	0	0	0	0	202	18	11	0	12	391
17:15	10	137	0	0	0	0	0	189	18	12	0	13	379
17:30	8	127	0	0	0	0	0	171	21	11	0	13	351
17:45	17	128	0	0	0	0	0	178	23	12	0	5	363
Total Volume:	138	1550	0	0	0	0	0	1899	142	112	0	104	3945
Approach %	8%	92%	0%	0%	0%	0%	0%	93%	7%	52%	0%	48%	
Peak Hr Begin:	17:00												
PHV	44	531	0	0	0	0	0	740	80	46	0	43	1484
PHF	0.971			0.000			0.932			0.890			0.949

	Pedestrians			
Leg:	North	East	South	West
07:00	1	0	0	0
07:15	0	0	0	1
07:30	0	0	0	1
07:45	0	0	0	4
08:00	0	0	2	1
08:15	1	0	1	1
08:30	0	0	0	1
08:45	0	0	0	0
09:00	0	0	0	1
09:15	2	0	2	2
09:30	1	0	1	3
09:45	0	0	0	1

	Bicycle			
Leg:	North	East	South	West
07:00	0	0	0	0
07:15	2	0	0	0
07:30	0	0	0	0
07:45	0	0	0	0
08:00	0	0	0	0
08:15	0	0	0	0
08:30	2	0	0	0
08:45	0	0	0	0
09:00	1	0	1	0
09:15	0	0	0	0
09:30	2	0	0	0
09:45	1	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:00	0	0	0	3
16:15	0	0	0	13
16:30	0	0	0	4
16:45	0	0	0	6
17:00	0	0	0	0
17:15	2	0	2	1
17:30	0	0	0	3
17:45	0	0	0	3
18:00	0	0	0	5
18:15	0	0	0	2
18:30	0	0	0	5
18:45	0	0	0	14

	Bicycle			
Leg:	North	East	South	West
16:00	0	0	0	0
16:15	1	0	1	0
16:30	0	0	0	0
16:45	0	0	0	0
17:00	1	0	0	0
17:15	0	0	0	3
17:30	0	0	0	1
17:45	0	0	0	0
18:00	0	0	0	0
18:15	1	0	0	0
18:30	0	0	1	0
18:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 8
North/South: McCadden Place (South Leg)
East/West: Selma Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	15	8	0	0	0	1	6	0	30
7:15	0	0	0	0	46	23	0	0	2	1	8	0	80
7:30	0	0	0	0	67	50	2	0	2	0	18	0	139
7:45	0	0	0	0	84	47	6	0	8	4	37	0	186
8:00	0	0	0	0	79	15	3	0	3	5	14	0	119
8:15	0	0	0	0	98	69	5	0	4	3	32	0	211
8:30	0	0	0	0	76	33	3	0	0	6	22	0	140
8:45	0	0	0	0	63	42	0	0	2	7	23	0	137
9:00	0	0	0	0	76	71	7	0	1	17	18	0	190
9:15	0	0	0	0	60	61	7	0	3	7	17	0	155
9:30	0	0	0	0	41	40	2	0	1	10	33	0	127
9:45	0	0	0	0	51	31	4	0	0	11	30	0	127
Total Volume:	0	0	0	0	756	490	39	0	26	72	258	0	1641
Approach %	0%	0%	0%	0%	61%	39%	60%	0%	40%	22%	78%	0%	
Peak Hr Begin:	8:15												
PHV	0	0	0	0	313	215	15	0	7	33	95	0	678
PHF	0.000			0.790			0.611			0.914			0.803

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 8
North/South: McCadden Place (South Leg)
East/West: Selma Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	47	19	9	0	4	2	25	0	106
15:15	0	0	0	0	40	13	16	0	2	3	57	0	131
15:30	0	0	0	0	44	10	7	0	7	3	33	0	104
15:45	0	0	0	0	44	9	6	0	3	4	43	0	109
16:00	0	0	0	0	37	8	7	0	5	2	43	0	102
16:15	0	0	0	0	36	11	11	0	0	3	38	0	99
16:30	0	0	0	0	35	13	9	0	0	4	32	0	93
16:45	0	0	0	0	48	17	10	0	2	6	42	0	125
17:00	0	0	0	0	31	13	10	0	10	5	38	0	107
17:15	0	0	0	0	42	13	22	0	5	6	39	0	127
17:30	0	0	0	0	38	15	15	0	1	1	44	0	114
17:45	0	0	0	0	38	18	15	0	7	3	43	0	124
Total Volume:	0	0	0	0	480	159	137	0	46	42	477	0	1341
Approach %	0%	0%	0%	0%	75%	25%	75%	0%	25%	8%	92%	0%	

Peak Hr Begin:	16:45												
PHV	0	0	0	0	159	58	57	0	18	18	163	0	473
PHF	0.000			0.835			0.694			0.943			0.931

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	1	0	2	0	0	0
7:15	0	0	0	0	2	0	0	0
7:30	0	0	0	0	5	0	0	0
7:45	0	0	0	0	15	0	0	0
8:00	0	0	1	0	7	0	0	0
8:15	0	0	0	0	12	0	0	0
8:30	0	0	1	0	13	0	0	0
8:45	0	0	1	0	24	0	0	0
9:00	0	0	0	0	10	1	0	0
9:15	0	0	0	0	9	0	0	0
9:30	0	0	1	0	17	0	1	0
9:45	0	0	4	0	23	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	2	0	16	1	0	0
15:15	0	0	0	0	20	0	0	0
15:30	0	0	2	0	20	0	0	0
15:45	0	0	1	0	14	0	0	0
16:00	0	0	3	0	23	0	1	0
16:15	0	0	1	0	5	0	2	0
16:30	0	0	0	0	7	1	2	0
16:45	0	0	0	0	14	0	0	0
17:00	0	0	0	0	16	0	0	0
17:15	0	0	1	0	13	0	2	0
17:30	0	0	0	0	13	0	0	0
17:45	0	0	4	0	12	0	1	0

Turning Movement Count Report AM

Location ID: 9
North/South: Las Palmas Avenue
East/West: Selma Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	11	10	3	0	3	0	1	2	3	0	7	2	42
7:15	33	14	1	3	6	2	2	3	1	2	4	3	74
7:30	74	37	5	3	22	3	2	4	3	5	10	5	173
7:45	77	40	7	6	34	14	5	7	6	7	33	4	240
8:00	38	27	8	6	37	13	6	10	9	6	11	4	175
8:15	91	27	3	3	48	16	9	15	4	4	31	3	254
8:30	66	61	3	4	24	14	8	10	5	2	15	7	219
8:45	70	28	4	6	21	9	6	15	9	3	13	3	187
9:00	74	42	4	2	44	11	0	18	9	2	14	6	226
9:15	68	25	3	5	25	3	3	10	7	5	13	9	176
9:30	51	26	4	7	14	13	6	13	3	4	17	14	172
9:45	41	31	5	5	22	9	4	16	11	12	16	11	183

Total Volume:	694	368	50	50	300	107	52	123	70	52	184	71	2121
Approach %	62%	33%	4%	11%	66%	23%	21%	50%	29%	17%	60%	23%	

Peak Hr Begin:	7:45												
PHV	272	155	21	19	143	57	28	42	24	19	90	18	888
PHF	0.862			0.817			0.839			0.722			0.874

Turning Movement Count Report PM

Location ID: 9
North/South: Las Palmas Avenue
East/West: Selma Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	26	13	6	13	16	7	7	43	15	5	25	9	185
15:15	20	12	8	7	27	6	7	41	10	9	41	16	204
15:30	21	20	5	14	26	5	20	50	15	7	23	14	220
15:45	25	16	7	8	17	7	11	47	5	5	31	12	191
16:00	14	26	2	8	16	11	12	52	10	2	35	11	199
16:15	23	13	10	13	22	5	14	81	9	8	31	14	243
16:30	22	14	8	10	20	1	12	80	13	2	33	11	226
16:45	14	14	7	17	23	4	20	81	22	4	36	10	252
17:00	20	11	9	15	19	6	11	91	22	7	28	10	249
17:15	12	18	15	15	32	4	20	90	15	8	42	10	281
17:30	15	18	11	15	32	8	16	76	24	7	38	9	269
17:45	20	17	8	15	32	4	17	54	22	8	41	11	249
Total Volume:	232	192	96	150	282	68	167	786	182	72	404	137	2768
Approach %	45%	37%	18%	30%	56%	14%	15%	69%	16%	12%	66%	22%	
Peak Hr Begin:	16:45												
PHV	61	61	42	62	106	22	67	338	83	26	144	39	1051
PHF	0.911			0.864			0.976			0.871			0.935

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	1	0	0	0	1	0	4	0
7:15	1	0	4	0	2	0	0	0
7:30	2	0	6	0	7	0	1	0
7:45	3	0	2	0	10	0	2	0
8:00	1	0	9	0	11	0	0	0
8:15	4	0	4	0	9	0	3	0
8:30	3	0	4	0	11	0	1	0
8:45	2	0	7	0	14	0	8	0
9:00	4	0	6	0	7	0	2	0
9:15	2	0	2	0	5	0	2	0
9:30	0	0	2	0	11	1	1	0
9:45	0	0	4	0	11	0	5	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	4	0	9	0	20	0	2	0
15:15	3	0	7	0	11	0	0	0
15:30	5	1	10	0	19	0	5	0
15:45	6	0	9	0	19	0	3	0
16:00	5	1	12	1	18	0	4	0
16:15	1	0	3	0	6	0	6	0
16:30	1	0	8	0	5	1	3	0
16:45	7	0	9	0	16	0	1	0
17:00	10	0	10	0	11	0	5	0
17:15	4	0	9	0	26	0	10	0
17:30	3	0	3	0	7	0	3	0
17:45	7	0	2	0	5	0	5	0

Turning Movement Count Report AM

Location ID: 10
North/South: McCadden Place
East/West: Sunset Boulevard

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	6	0	0	0	360	11	6	0	1	7	159	0	550
7:15	19	0	0	3	371	6	7	0	1	8	186	0	601
7:30	45	0	0	4	398	11	11	0	2	5	205	0	681
7:45	39	0	0	9	393	3	17	0	0	11	225	0	697
8:00	12	0	0	2	336	7	10	0	2	8	262	0	639
8:15	63	0	0	5	360	7	8	0	0	9	269	0	721
8:30	29	0	0	4	362	9	7	0	2	2	298	1	714
8:45	30	0	0	11	325	6	8	0	3	9	297	0	689
9:00	60	0	0	3	305	12	11	0	0	10	239	2	642
9:15	49	0	1	6	314	17	11	0	0	10	272	1	681
9:30	26	0	2	10	296	4	18	0	2	10	287	0	655
9:45	23	0	0	9	310	7	7	0	2	13	241	0	612

Total Volume:	401	0	3	66	4130	100	121	0	15	102	2940	4	7882
Approach %	99%	0%	1%	2%	96%	2%	89%	0%	11%	3%	97%	0%	

Peak Hr Begin:	7:45												
PHV	143	0	0	20	1451	26	42	0	4	30	1054	1	2771
PHF	0.567			0.924			0.676			0.901			0.961

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 10
North/South: McCadden Place
East/West: Sunset Boulevard

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	23	0	2	6	249	8	21	0	2	19	297	2	629
15:15	11	0	1	6	264	8	31	0	0	20	309	4	654
15:30	9	0	0	6	263	7	13	0	1	18	277	3	597
15:45	9	0	0	3	238	5	26	0	1	20	294	3	599
16:00	9	0	2	5	257	10	27	0	1	11	332	6	660
16:15	13	0	0	6	256	14	14	0	1	19	323	0	646
16:30	12	0	0	7	262	6	30	0	0	22	358	2	699
16:45	23	0	0	4	258	5	22	0	2	18	331	2	665
17:00	20	0	0	5	275	10	26	0	1	13	399	5	754
17:15	16	0	1	8	277	6	17	0	4	19	356	6	710
17:30	19	0	0	6	265	10	25	0	0	21	354	6	706
17:45	25	0	0	10	287	6	36	0	2	25	363	8	762
Total Volume:	189	0	6	72	3151	95	288	0	15	225	3993	47	8081
Approach %	97%	0%	3%	2%	95%	3%	95%	0%	5%	5%	94%	1%	
Peak Hr Begin:	17:00												
PHV	80	0	1	29	1104	32	104	0	7	78	1472	25	2932
PHF	0.810			0.961			0.730			0.944			0.962

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	5	0	0	0	6	2	1	0
7:15	6	0	0	0	23	0	0	0
7:30	5	1	0	0	22	1	0	0
7:45	26	1	0	0	50	1	0	0
8:00	17	4	0	0	30	1	0	0
8:15	29	1	0	0	21	0	1	0
8:30	9	0	1	0	18	0	0	0
8:45	15	3	0	0	25	1	0	0
9:00	8	2	0	0	26	0	0	0
9:15	27	1	0	0	17	0	0	0
9:30	15	3	0	0	19	0	0	0
9:45	24	0	0	0	32	1	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	32	0	0	0	53	2	3	0
15:15	74	0	0	0	159	3	0	0
15:30	35	3	3	0	62	2	1	0
15:45	25	1	0	0	63	1	0	0
16:00	25	2	0	0	58	1	0	0
16:15	13	2	0	0	70	4	0	0
16:30	18	0	0	0	65	1	0	0
16:45	23	1	0	0	38	2	0	0
17:00	27	0	0	0	52	2	0	0
17:15	54	4	0	0	34	2	0	0
17:30	32	3	0	0	45	1	1	0
17:45	26	1	2	0	50	1	0	0

WILTEC
Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

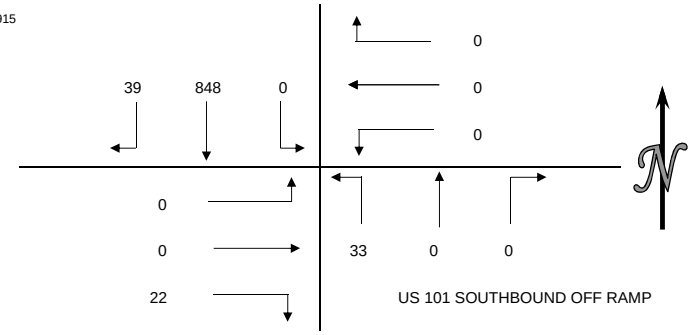
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 7, 2013
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S US 101 SOUTHBOUND OFF-RAMP / VAN NESS AVENUE
E/W HAROLD WAY
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	148	0	0	0	0	0	0	5	6	0	0	159
715-730	3	181	0	0	0	0	0	0	8	5	0	0	197
730-745	7	169	0	0	0	0	0	0	6	5	0	0	187
745-800	8	147	0	0	0	0	0	0	17	10	0	0	182
800-815	9	183	0	0	0	0	0	0	12	8	0	0	212
815-830	14	196	0	0	0	0	0	0	8	6	0	0	224
830-845	8	214	0	0	0	0	0	0	12	5	0	0	239
845-900	11	236	0	0	0	0	0	0	2	7	0	0	256
900-915	6	202	0	0	0	0	0	0	11	4	0	0	223
915-930	7	171	0	0	0	0	0	0	17	6	0	0	201
930-945	1	145	0	0	0	0	0	0	5	5	0	0	156
945-1000	2	149	0	0	0	0	0	0	8	5	0	0	164
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	18	645	0	0	0	0	0	0	36	26	0	0	725
715-815	27	680	0	0	0	0	0	0	43	28	0	0	778
730-830	38	695	0	0	0	0	0	0	43	29	0	0	805
745-845	39	740	0	0	0	0	0	0	49	29	0	0	857
800-900	42	829	0	0	0	0	0	0	34	26	0	0	931
815-915	39	848	0	0	0	0	0	0	33	22	0	0	942
830-930	32	823	0	0	0	0	0	0	42	22	0	0	919
845-945	25	754	0	0	0	0	0	0	35	22	0	0	836
900-1000	16	667	0	0	0	0	0	0	41	20	0	0	744

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	0	0	4
715-730	6	6	0	1	13
730-745	15	14	2	1	32
745-800	14	3	1	6	24
800-815	5	4	0	1	10
815-830	0	0	0	0	0
830-845	0	0	0	2	2
854-900	1	0	0	1	2
900-915	2	0	0	2	4
915-930	2	0	2	2	6
930-945	1	0	0	1	2
945-1000	1	0	0	3	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	37	25	3	8	73
715-815	40	27	3	9	79
730-830	34	21	3	8	66
745-845	19	7	1	9	36
800-900	6	4	0	4	14
815-915	3	0	0	5	8
830-930	5	0	2	7	14
845-945	6	0	2	6	14
900-1000	6	0	2	8	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	2	2	0	0	4
745-800	0	0	1	2	3
800-815	0	2	0	0	2
815-830	1	1	0	0	2
830-845	0	0	0	0	0
845-900	0	0	1	0	1
900-915	0	0	0	0	0
915-930	1	2	0	0	3
930-945	0	0	0	1	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	1	2	7
715-815	2	4	1	2	9
730-830	3	5	1	2	11
745-845	1	3	1	2	7
800-900	1	3	1	0	5
815-915	1	1	1	0	3
830-930	1	2	1	0	4
845-945	1	2	1	1	5
900-1000	1	2	0	1	4

WILTEC

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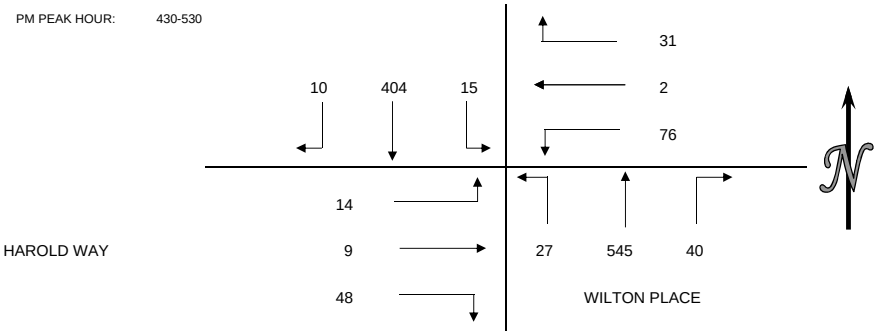
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WILTON PLACE
E/W HAROLD WAY
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	2	94	1	9	4	12	6	115	8	35	2	10	298
315-330	1	79	6	6	0	16	8	127	10	20	7	11	291
330-345	1	81	2	8	0	17	7	123	8	20	2	3	272
345-400	1	99	3	16	0	13	13	132	5	18	6	8	314
400-415	5	81	2	8	3	17	5	126	9	17	1	12	286
415-430	1	103	1	9	1	12	9	136	9	14	3	5	303
430-445	3	95	7	11	0	14	11	134	4	18	5	3	305
445-500	1	107	3	9	0	21	10	117	7	13	1	3	292
500-515	3	88	2	3	2	16	11	141	6	11	3	7	293
515-530	3	114	3	8	0	25	8	153	10	6	0	1	331
530-545	3	104	4	6	3	24	11	122	2	8	0	10	297
545-600	5	83	4	9	2	15	9	140	10	16	2	5	300
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	5	353	12	39	4	58	34	497	31	93	17	32	1175
315-415	8	340	13	38	3	63	33	508	32	75	16	34	1163
330-430	8	364	8	41	4	59	34	517	31	69	12	28	1175
345-445	10	378	13	44	4	56	38	528	27	67	15	28	1208
400-500	10	386	13	37	4	64	35	513	29	62	10	23	1186
415-515	8	393	13	32	3	63	41	528	26	56	12	18	1193
430-530	10	404	15	31	2	76	40	545	27	48	9	14	1221
445-545	10	413	12	26	5	86	40	533	25	38	4	21	1213
500-600	14	389	13	26	7	80	39	556	28	41	5	23	1221

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	7	26	0	12	45
315-330	10	17	0	10	37
330-345	6	16	0	6	28
345-400	9	14	0	15	38
400-415	10	18	1	14	43
415-430	10	21	1	5	37
430-445	3	4	0	10	17
445-500	8	11	0	6	25
500-515	10	12	0	3	25
515-530	16	13	0	6	35
530-545	8	21	0	12	41
545-600	10	11	0	9	30
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	32	73	0	43	148
315-415	35	65	1	45	146
330-430	35	69	2	40	146
345-445	32	57	2	44	135
400-500	31	54	2	35	122
415-515	31	48	1	24	104
430-530	37	40	0	25	102
445-545	42	57	0	27	126
500-600	44	57	0	30	131

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	3	0	0	3
330-345	0	1	0	0	1
345-400	0	2	0	0	2
400-415	0	1	0	1	2
415-430	2	3	0	0	5
430-445	0	1	0	1	2
445-500	0	0	0	0	0
500-515	0	1	0	2	3
515-530	1	0	0	3	4
530-545	0	0	0	3	3
545-600	0	2	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	6	0	0	6
315-415	0	7	0	1	8
330-430	2	7	0	1	10
345-445	2	7	0	2	11
400-500	2	5	0	2	9
415-515	2	5	0	3	10
430-530	1	2	0	6	9
445-545	1	1	0	8	10
500-600	1	3	0	9	13

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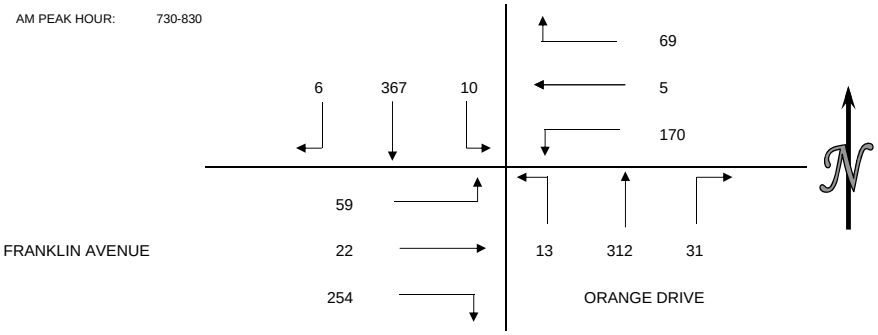
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00AM-10:00AM
INTERSECTION: N/S WILTON PLACE
E/W HAROLD WAY
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	1	54	3	5	1	23	3	95	2	50	10	10	257
715-730	2	60	2	7	0	25	3	77	2	50	7	11	246
730-745	2	76	0	16	0	38	9	84	1	69	9	11	315
745-800	2	76	3	18	2	41	10	65	5	69	6	9	306
800-815	2	99	5	20	3	49	9	88	2	76	5	29	387
815-830	0	116	2	15	0	42	3	75	5	40	2	10	310
830-845	1	101	2	9	3	36	4	87	3	39	4	3	292
845-900	1	111	3	4	2	34	5	91	0	32	4	4	291
900-915	2	112	3	2	0	17	1	83	1	40	6	7	274
915-930	2	106	2	4	0	11	4	80	4	41	3	10	267
930-945	3	117	9	8	0	14	1	86	7	46	3	6	300
945-1000	3	92	6	6	1	8	4	81	3	56	3	15	278
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	7	266	8	46	3	127	25	321	10	238	32	41	1124
715-815	8	311	10	61	5	153	31	314	10	264	27	60	1254
730-830	6	367	10	69	5	170	31	312	13	254	22	59	1318
745-845	5	392	12	62	8	168	26	315	15	224	17	51	1295
800-900	4	427	12	48	8	161	21	341	10	187	15	46	1280
815-915	4	440	10	30	5	129	13	336	9	151	16	24	1167
830-930	6	430	10	19	5	98	14	341	8	152	17	24	1124
845-945	8	446	17	18	2	76	11	340	12	159	16	27	1132
900-1000	10	427	20	20	1	50	10	330	15	183	15	38	1119

AM PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	8	10	0	11	29
715-730	15	27	0	7	49
730-745	12	26	0	5	43
745-800	46	59	0	0	105
800-815	13	39	0	8	60
815-830	13	13	0	10	36
830-845	5	9	0	2	16
854-900	3	2	0	5	10
900-915	4	2	0	5	11
915-930	4	6	0	1	11
930-945	6	5	0	0	11
945-1000	5	5	0	3	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	81	122	0	23	226
715-815	86	151	0	20	257
730-830	84	137	0	23	244
745-845	77	120	0	20	217
800-900	34	63	0	25	122
815-915	25	26	0	22	73
830-930	16	19	0	13	48
845-945	17	15	0	11	43
900-1000	19	18	0	9	46

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	2	3
715-730	0	0	0	1	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	1	0	0	1	2
830-845	0	0	0	1	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	1	0	0	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	3	4
715-815	0	0	0	2	2
730-830	1	0	0	2	3
745-845	1	0	0	3	4
800-900	1	0	0	3	4
815-915	1	0	0	2	3
830-930	0	0	0	1	1
845-945	0	0	0	0	0
900-1000	1	0	0	2	3

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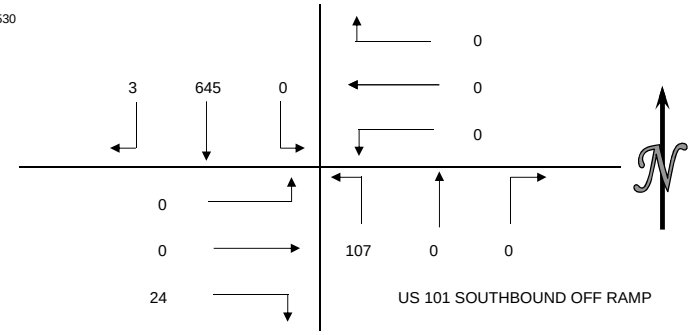
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		THURSDAY NOVEMBER 7, 2013
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	US 101 SOUTHBOUND OFF-RAMP
	E/W	HAROLD WAY
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	10	112	0	0	0	0	0	0	14	13	0	0	149
315-330	13	139	0	0	0	0	0	0	19	3	0	0	174
330-345	10	148	0	0	0	0	0	0	20	4	0	0	182
345-400	7	164	0	0	0	0	0	0	21	4	0	0	196
400-415	0	129	0	0	0	0	0	0	9	5	0	0	143
415-430	0	143	0	0	0	0	0	0	14	8	0	0	165
430-445	0	153	0	0	0	0	0	0	29	4	0	0	186
445-500	0	176	0	0	0	0	0	0	19	5	0	0	200
500-515	0	160	0	0	0	0	0	0	34	9	0	0	203
515-530	3	156	0	0	0	0	0	0	25	6	0	0	190
530-545	1	141	0	0	0	0	0	0	31	10	0	0	183
545-600	0	150	0	0	0	0	0	0	19	5	0	0	174
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	40	563	0	0	0	0	0	0	74	24	0	0	701
315-415	30	580	0	0	0	0	0	0	69	16	0	0	695
330-430	17	584	0	0	0	0	0	0	64	21	0	0	686
345-445	7	589	0	0	0	0	0	0	73	21	0	0	690
400-500	0	601	0	0	0	0	0	0	71	22	0	0	694
415-515	0	632	0	0	0	0	0	0	96	26	0	0	754
430-530	3	645	0	0	0	0	0	0	107	24	0	0	779
445-545	4	633	0	0	0	0	0	0	109	30	0	0	776
500-600	4	607	0	0	0	0	0	0	109	30	0	0	750

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	7	0	2	1	10
315-330	1	0	0	2	3
330-345	4	0	1	0	5
345-400	0	0	2	0	2
400-415	3	0	0	0	3
415-430	0	0	1	0	1
430-445	1	0	0	2	3
445-500	0	0	0	2	2
500-515	2	0	0	0	2
515-530	2	0	0	0	2
530-545	7	1	0	1	9
545-600	4	0	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	12	0	5	3	20
315-415	8	0	3	2	13
330-430	7	0	4	0	11
345-445	4	0	3	2	9
400-500	4	0	1	4	9
415-515	3	0	1	4	8
430-530	5	0	0	4	9
445-545	11	1	0	3	15
500-600	15	1	0	1	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	3	0	3
315-330	0	0	0	1	1
330-345	1	0	0	0	1
345-400	0	0	0	0	0
400-415	1	0	0	0	1
415-430	1	0	0	0	1
430-445	1	0	0	0	1
445-500	0	0	0	0	0
500-515	1	0	0	0	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	1	0	3	1	5
315-415	2	0	0	1	3
330-430	3	0	0	0	3
345-445	3	0	0	0	3
400-500	3	0	0	0	3
415-515	3	0	0	0	3
430-530	2	0	0	0	2
445-545	1	0	0	0	1
500-600	2	0	0	0	2

WILTEC

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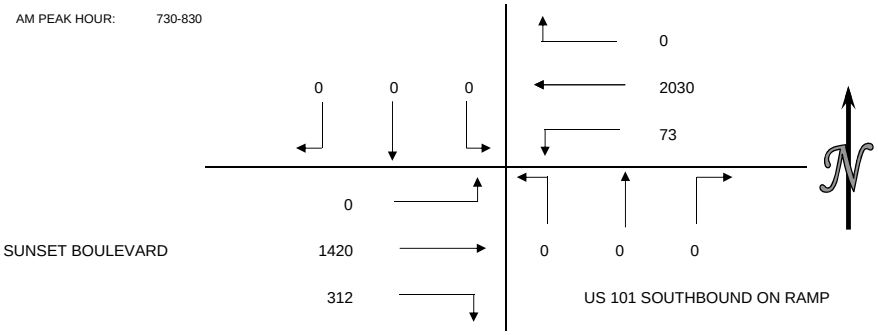
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 7, 2013
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S US 101 SOUTHBOUND ON-RAMP
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	407	21	0	0	0	78	262	0	768
715-730	0	0	0	0	486	21	0	0	0	72	329	0	908
730-745	0	0	0	0	560	25	0	0	0	74	359	0	1018
745-800	0	0	0	0	497	17	0	0	0	68	365	0	947
800-815	0	0	0	0	500	13	0	0	0	92	344	0	949
815-830	0	0	0	0	473	18	0	0	0	78	352	0	921
830-845	0	0	0	0	481	21	0	0	0	65	324	0	891
845-900	0	0	0	0	471	10	0	0	0	77	315	0	873
900-915	0	0	0	0	475	20	0	0	0	74	292	0	861
915-930	0	0	0	0	522	21	0	0	0	64	253	0	860
930-945	0	0	0	0	441	14	0	0	0	70	283	0	808
945-1000	0	0	0	0	464	19	0	0	0	80	251	0	814
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	1950	84	0	0	0	292	1315	0	3641
715-815	0	0	0	0	2043	76	0	0	0	306	1397	0	3822
730-830	0	0	0	0	2030	73	0	0	0	312	1420	0	3835
745-845	0	0	0	0	1951	69	0	0	0	303	1385	0	3708
800-900	0	0	0	0	1925	62	0	0	0	312	1335	0	3634
815-915	0	0	0	0	1900	69	0	0	0	294	1283	0	3546
830-930	0	0	0	0	1949	72	0	0	0	280	1184	0	3485
845-945	0	0	0	0	1909	65	0	0	0	285	1143	0	3402
900-1000	0	0	0	0	1902	74	0	0	0	288	1079	0	3343

AM PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	9	0	9
715-730	0	0	7	0	7
730-745	0	0	21	0	21
745-800	0	0	14	0	14
800-815	0	0	7	0	7
815-830	0	0	7	0	7
830-845	0	0	10	0	10
854-900	0	0	6	0	6
900-915	0	0	0	0	0
915-930	0	0	4	0	4
930-945	0	0	7	0	7
945-1000	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	51	0	51
715-815	0	0	49	0	49
730-830	0	0	49	0	49
745-845	0	0	38	0	38
800-900	0	0	30	0	30
815-915	0	0	23	0	23
830-930	0	0	20	0	20
845-945	0	0	17	0	17
900-1000	0	0	14	0	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	1	0	1
830-845	0	0	3	0	3
845-900	0	0	2	0	2
900-915	0	0	4	0	4
915-930	0	0	0	0	0
930-945	0	0	3	0	3
945-1000	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	2	0	2
715-815	0	0	1	0	1
730-830	0	0	2	0	2
745-845	0	0	5	0	5
800-900	0	0	7	0	7
815-915	0	0	10	0	10
830-930	0	0	9	0	9
845-945	0	0	9	0	9
900-1000	0	0	9	0	9

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

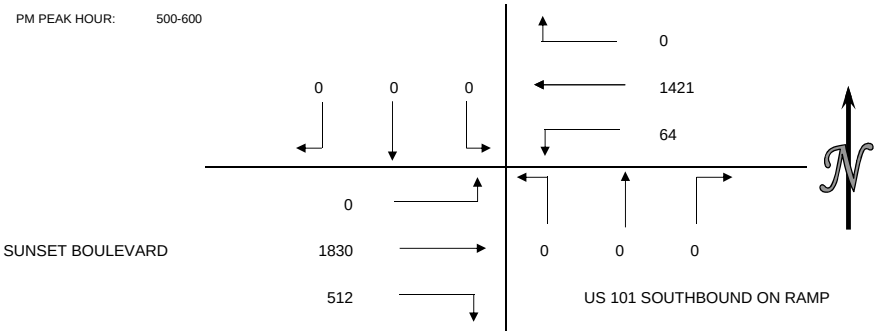
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 7, 2013
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S US 101 SOUTHBOUND ON-RAMP
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	0	0	0	395	23	0	0	0	129	395	0	942
315-330	0	0	0	0	355	27	0	0	0	154	387	0	923
330-345	0	0	0	0	368	18	0	0	0	137	419	0	942
345-400	0	0	0	0	320	22	0	0	0	150	436	0	928
400-415	0	0	0	0	334	19	0	0	0	148	476	0	977
415-430	0	0	0	0	324	9	0	0	0	135	470	0	938
430-445	0	0	0	0	365	6	0	0	0	133	438	0	942
445-500	0	0	0	0	335	11	0	0	0	121	413	0	880
500-515	0	0	0	0	328	15	0	0	0	119	420	0	882
515-530	0	0	0	0	355	17	0	0	0	135	467	0	974
530-545	0	0	0	0	404	13	0	0	0	130	468	0	1015
545-600	0	0	0	0	334	19	0	0	0	128	475	0	956
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	0	0	0	1438	90	0	0	0	570	1637	0	3735
315-415	0	0	0	0	1377	86	0	0	0	589	1718	0	3770
330-430	0	0	0	0	1346	68	0	0	0	570	1801	0	3785
345-445	0	0	0	0	1343	56	0	0	0	566	1820	0	3785
400-500	0	0	0	0	1358	45	0	0	0	537	1797	0	3737
415-515	0	0	0	0	1352	41	0	0	0	508	1741	0	3642
430-530	0	0	0	0	1383	49	0	0	0	508	1738	0	3678
445-545	0	0	0	0	1422	56	0	0	0	505	1768	0	3751
500-600	0	0	0	0	1421	64	0	0	0	512	1830	0	3827

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	26	0	26
315-330	0	0	17	0	17
330-345	0	0	23	0	23
345-400	0	0	10	0	10
400-415	0	0	33	0	33
415-430	0	0	18	0	18
430-445	0	0	12	0	12
445-500	0	0	13	0	13
500-515	0	0	19	0	19
515-530	0	0	6	0	6
530-545	0	0	5	0	5
545-600	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	76	0	76
315-415	0	0	83	0	83
330-430	0	0	84	0	84
345-445	0	0	73	0	73
400-500	0	0	76	0	76
415-515	0	0	62	0	62
430-530	0	0	50	0	50
445-545	0	0	43	0	43
500-600	0	0	33	0	33

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	2	0	2
315-330	0	0	0	0	0
330-345	0	0	2	0	2
345-400	0	0	2	0	2
400-415	0	0	8	0	8
415-430	0	0	5	0	5
430-445	0	0	2	0	2
445-500	0	0	2	0	2
500-515	0	0	3	0	3
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	6	0	6
315-415	0	0	12	0	12
330-430	0	0	17	0	17
345-445	0	0	17	0	17
400-500	0	0	17	0	17
415-515	0	0	12	0	12
430-530	0	0	8	0	8
445-545	0	0	6	0	6
500-600	0	0	7	0	7

Appendix D

Level of Service Worksheets

Signalized Intersections

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
1	North-South Street:	Cahuenga Blvd East	East-West Street:	Pilgrimage Bridge
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	66	0	66
	Left-Through		1			1	
	Through	1220	2	**415**	2353	2	**806**
	Through-Right		0			0	
	Right	14	1	14	5	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	0	138	272	0	272
	Left-Through		1			1	
	Through	8	0	146	4	0	**276**
	Through-Right		0			0	
	Right	573	1	**573**	215	1	215
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	**3**	10	0	**10**
	Left-Through		1			1	
	Through	1	0	4	3	0	13
	Through-Right		0			0	
	Right	3	1	3	6	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	806
			East-West:	576		*East-West:*	286
			SUM:	991		*SUM:*	1092
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.728
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.561**			**0.628**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
2	North-South Street:	Highland Ave / US 101 I	East-West Street:	Pat Moore Wy / Hollywood Bowl R
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	15	0	**15**
	Left-Through		1			1	
	Through	2349	2	645	2469	2	669
	Through-Right		1			1	
	Right	170	0	645	118	0	669
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	152	1	152
	Left-Through		0			0	
	Through	2209	3	**736**	2619	3	**873**
	Through-Right		0			0	
	Right	6	1	6	14	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	13	0	**13**
	Left-Through		1			1	
	Through	2	1	**1**	8	1	8
	Through-Right		0			0	
	Right	2	2	1	8	2	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	888
			East-West:	1		*East-West:*	13
			SUM:	747		*SUM:*	901
VOLUME/CAPACITY *(V/C)* RATIO:				0.524			0.632
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.424**			**0.532**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
3	North-South Street:	US-101 NB Off-ramp	East-West Street:	Cahuenga Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	102	0	102
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	0	**68**	4	0	**106**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	609	1	609	230	1	230
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1269	2	**635**	2399	2	**1200**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	68		*North-South:*	106
			East-West:	635		*East-West:*	1200
			SUM:	703		*SUM:*	1306
VOLUME/CAPACITY *(V/C)* RATIO:				0.469			0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.369**			**0.771**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
4	North-South Street:	Highland Ave	East-West Street:	Odin St
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	2403	3	**801**	2577	3	**859**
	Through-Right		0			0	
	Right	221	1	27	299	1	247
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	1	**7**	21	1	**21**
	Left-Through		0			0	
	Through	2277	2	760	2571	2	858
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	2	0	**2**
	Left-Through		1			1	
	Through	7	1	**5**	2	1	2
	Through-Right		0			0	
	Right	2	1	2	2	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	**194**	52	1	**52**
	Left-Through		0			0	
	Through	7	1	7	1	1	1
	Through-Right		0			0	
	Right	18	1	15	18	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	808		*North-South:*	880
			East-West:	199		*East-West:*	54
			SUM:	1007		*SUM:*	934
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.632**			**0.579**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
5	North-South Street:	Odin St	East-West Street:	Cahuenga Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	**116**	268	1	**177**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	47	0	116	86	0	177
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	602	0	**619**	232	0	233
	Through-Right		1			1	
	Right	17	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	**16**	23	1	23
	Left-Through		0			0	
	Through	1064	1	532	2142	1	**1071**
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	116		*North-South:*	177
			East-West:	635		*East-West:*	1071
			SUM:	751		*SUM:*	1248
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.876
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.427**			**0.776**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
6	North-South Street:	Highland Ave	East-West Street:	Camrose Dr / Milner Rd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	24	1	24
	Left-Through		0			0	
	Through	2501	2	**838**	2689	2	**903**
	Through-Right		1			1	
	Right	14	0	14	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	8	1	**8**
	Left-Through		0			0	
	Through	2370	2	795	2286	2	824
	Through-Right		1			1	
	Right	16	0	16	185	0	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	0	**108**	130	0	**130**
	Left-Through		0			0	
	Through	2	0	127	3	0	149
	Through-Right		0			0	
	Right	17	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	18	0	18	14	0	14
	Left-Through		0			0	
	Through	35	0	**77**	9	0	**39**
	Through-Right		0			0	
	Right	24	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	853		*North-South:*	911
			East-West:	185		*East-West:*	169
			SUM:	1038		*SUM:*	1080
	VOLUME/CAPACITY *(V/C)* RATIO:			0.692			0.720
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.592**			**0.620**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
7	North-South Street:	Cahuenga Blvd	East-West Street:	US-101 NB Off-ramp
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	967	2	**484**	2075	2	**1038**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	261	2	131
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	1	**182**	70	1	70
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	30	0	182	77	0	**77**
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	484		*North-South:*	1038
			East-West:	182		*East-West:*	77
			SUM:	666		*SUM:*	1115
VOLUME/CAPACITY *(V/C)* RATIO:				0.444			0.743
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.344**			**0.643**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
8	North-South Street:	La Brea Ave	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	15	1	15
	Left-Through		0			0	
	Through	62	1	62	153	1	**153**
	Through-Right		0			0	
	Right	901	2	0	457	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	47	0	**84**	51	0	94
	Through-Right		1			1	
	Right	37	0	0	43	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	82	1	82
	Left-Through		0			0	
	Through	224	2	**112**	150	2	75
	Through-Right		0			0	
	Right	60	1	46	96	1	**89**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1296	2	**713**	986	2	**542**
	Left-Through		0			0	
	Through	97	1	97	109	1	109
	Through-Right		0			0	
	Right	41	1	41	52	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	112		*North-South:*	153
			East-West:	825		*East-West:*	631
			SUM:	937		*SUM:*	784
VOLUME/CAPACITY *(V/C)* RATIO:				0.658			0.550
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.558**			**0.450**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
9	North-South Street:	Outpost Dr	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	113	0	113	58	0	58
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	303	0	**416**	66	0	**124**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	44	0	44	65	0	65
	Left-Through		1			1	
	Through	1140	1	**702**	1123	1	**757**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1121	1	579	971	1	520
	Through-Right		1			1	
	Right	37	0	37	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	416		*North-South:*	124
			East-West:	702		*East-West:*	757
			SUM:	1118		*SUM:*	881
VOLUME/CAPACITY *(V/C)* RATIO:				0.745			0.587
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.645**			**0.487**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
10	North-South Street:	Orange Dr	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	51	0	51
	Left-Through		0			0	
	Through	2	0	**85**	10	0	**281**
	Through-Right		0			0	
	Right	68	0	0	220	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	**4**	2	0	**2**
	Left-Through		0			0	
	Through	1	0	6	3	0	12
	Through-Right		0			0	
	Right	1	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	0	0	**0**
	Left-Through		1			1	
	Through	1160	0	595	800	0	409
	Through-Right		1			1	
	Right	17	0	595	18	0	409
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	0	48	71	0	71
	Left-Through		1			1	
	Through	1284	0	**789**	1105	0	**712**
	Through-Right		1			1	
	Right	6	0	789	35	0	712
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	89		*North-South:*	283
			East-West:	791		*East-West:*	712
			SUM:	880		*SUM:*	995
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.663
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.487**			**0.563**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
11	North-South Street:	Orchid Ave	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**5**	3	0	3
	Left-Through		0			0	
	Through	4	0	31	10	0	**41**
	Through-Right		0			0	
	Right	22	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	19	0	**19**
	Left-Through		0			0	
	Through	3	0	**39**	1	0	47
	Through-Right		0			0	
	Right	23	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	0	**19**	17	0	**17**
	Left-Through		1			1	
	Through	1185	0	655	952	0	536
	Through-Right		1			1	
	Right	11	0	655	17	0	536
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	0	8	14	0	14
	Left-Through		1			1	
	Through	1367	0	**709**	1155	0	**610**
	Through-Right		1			1	
	Right	2	0	709	8	0	610
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	60
			East-West:	728		*East-West:*	627
			SUM:	772		*SUM:*	687
VOLUME/CAPACITY *(V/C)* RATIO:				0.515			0.458
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.415**			**0.358**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
12	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (South)
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	1	EB -- 0	WB --	1
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1458	2	492	1575	2	532
	Through-Right		1			1	
	Right	18	0	18	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1719	3	573	1511	3	504
	Through-Right		0			0	
	Right	1437	1	**1160**	994	1	**730**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1107	1	**555**	1050	1	**529**
	Left-Through		1			1	
	Through	3	0	555	8	0	529
	Through-Right		0			0	
	Right	39	1	39	84	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	11	1	**11**	55	1	**55**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1160		*North-South:*	730
			East-West:	566		*East-West:*	584
			SUM:	1726		*SUM:*	1314
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.876
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.051**			**0.776**
LEVEL OF SERVICE (LOS):				**F**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
13	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (North)
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 3	*SB --*	0	*NB --* 3	*SB --*	0
	EB -- 0	*WB --*	3	*EB --* 0	*WB --*	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2573	3	**858**	2146	3	**715**
	Through-Right		0			0	
	Right	128	1	0	246	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	154	1	**154**
	Left-Through		0			0	
	Through	2221	3	740	2168	3	723
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	868	2	**477**	491	2	270
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	144	1	69	570	1	**416**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	933		*North-South:*	869
			East-West:	477		*East-West:*	416
			SUM:	1410		*SUM:*	1285
VOLUME/CAPACITY *(V/C)* RATIO:				0.989			0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.889**			**0.802**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
14	North-South Street:	Whitley Ave	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	87	0	87
	Left-Through		0			0	
	Through	10	0	**82**	25	0	**184**
	Through-Right		0			0	
	Right	40	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	**33**	28	0	**28**
	Left-Through		0			0	
	Through	15	0	75	14	0	64
	Through-Right		0			0	
	Right	27	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	15	0	**15**	11	0	**11**
	Left-Through		0			0	
	Through	267	0	305	335	0	385
	Through-Right		0			0	
	Right	23	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	47	0	47	44	0	44
	Left-Through		0			0	
	Through	907	0	**965**	749	0	**819**
	Through-Right		0			0	
	Right	11	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	212
			East-West:	980		*East-West:*	830
			SUM:	1095		*SUM:*	1042
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.630**			**0.595**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
15	North-South Street:	Wilcox Ave	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	**36**	79	0	**79**
	Left-Through		0			0	
	Through	10	0	147	27	0	291
	Through-Right		0			0	
	Right	101	0	0	185	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	8	0	8	18	0	18
	Left-Through		0			0	
	Through	299	0	**561**	207	0	**407**
	Through-Right		0			0	
	Right	254	0	0	182	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	7	0	7
	Left-Through		0			0	
	Through	303	0	326	454	0	**490**
	Through-Right		0			0	
	Right	21	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	151	1	151	35	1	**35**
	Left-Through		0			0	
	Through	717	0	**723**	495	0	501
	Through-Right		1			1	
	Right	6	0	0	6	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	597		*North-South:*	486
			East-West:	725		*East-West:*	525
			SUM:	1322		*SUM:*	1011
	VOLUME/CAPACITY *(V/C)* RATIO:			0.881			0.674
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.781**			**0.574**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
16	North-South Street:	Cahuenga Blvd	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

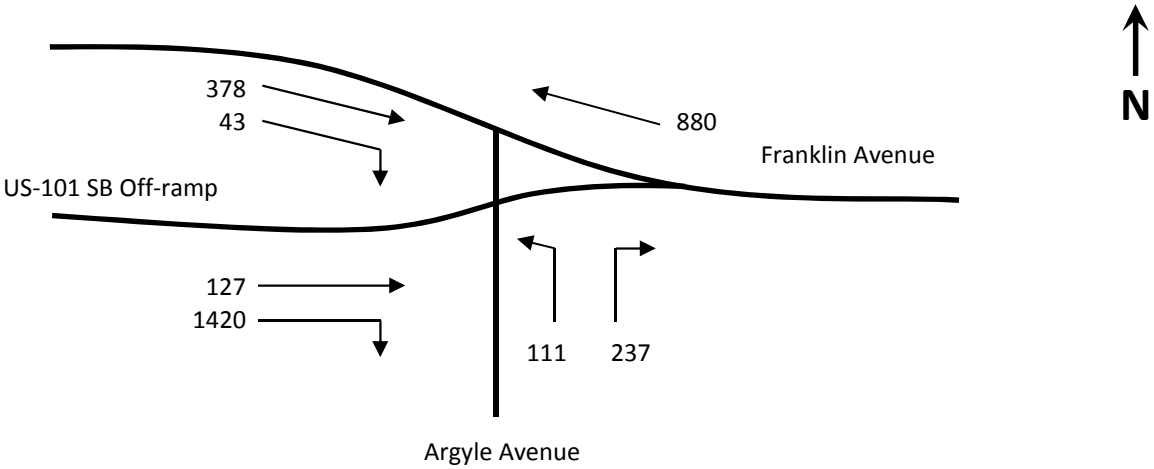
		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	39	1	39
	Left-Through		0			0	
	Through	732	2	366	1503	2	**752**
	Through-Right		0			0	
	Right	54	1	0	89	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	65	1	**65**
	Left-Through		0			0	
	Through	1305	2	**653**	596	2	298
	Through-Right		0			0	
	Right	79	1	18	17	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	**122**	167	1	**167**
	Left-Through		0			0	
	Through	261	0	295	419	1	238
	Through-Right		1			1	
	Right	34	0	0	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	197	1	197	80	1	80
	Left-Through		0			0	
	Through	728	1	**728**	433	1	433
	Through-Right		0			0	
	Right	153	1	109	481	1	**449**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	817
			East-West:	850		*East-West:*	616
			SUM:	1531		*SUM:*	1433
VOLUME/CAPACITY *(V/C)* RATIO:				1.021			0.955
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.921**			**0.855**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{880}{2} = 440$ or

Eastbound Through (Franklin): $\frac{378}{2} = 189$ or

Eastbound Through (US-101): 127

Critical Volume #1 (CV1): **440**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{111 + 237}{2} = \frac{348}{2} = 174$ or

Northbound Right: 237 or

Eastbound Right (Franklin): 43

Critical Volume #2 (CV2): **174**

Critical Volume: 440 + 174 = **614**

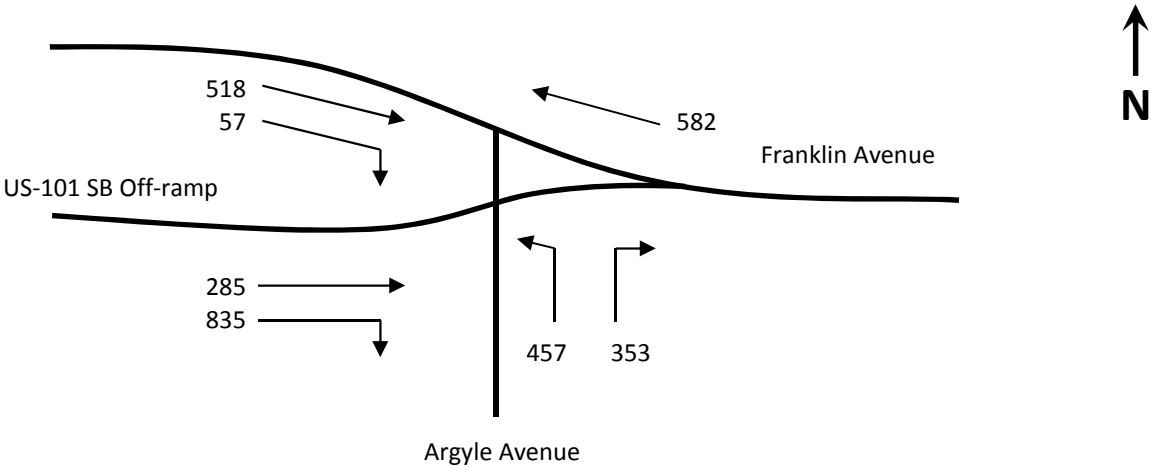
Intersection V/C: $\frac{614}{1500} =$ **0.409**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.309** **Intersection LOS:** **A**

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{582}{2} = 291$ or

Eastbound Through (Franklin): $\frac{518}{2} = 259$ or

Eastbound Through (US-101): 285

Critical Volume #1 (CV1): **291**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{457 + 353}{2} = \frac{810}{2} = 405$ or

Northbound Right: 353 or

Eastbound Right (Franklin): 57

Critical Volume #2 (CV2): **405**

Critical Volume: 291 + 405 = **696**

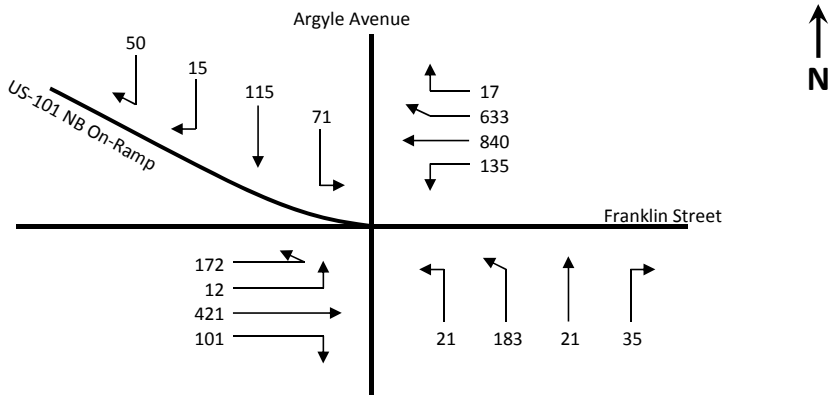
Intersection V/C: $\frac{696}{1500} =$ **0.464**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.364** **Intersection LOS:** **A**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

172 + 12 = 184 and

Westbound Throughs + Rights:

$$\frac{840 + \frac{633}{2} + 17}{}$$

$$= \frac{\frac{1490}{2}}{} = 745 \quad \text{or}$$

Westbound Rights: 633 + 17 = 650 or

Westbound Lefts: 135 and

Eastbound Throughs: $\frac{421}{2} = 211$ or

Eastbound Rights: 101

Critical Volume #1 (CV1): **929**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{21 + \frac{183}{2} + 21}{} = \frac{225}{2} = 113 \quad \text{or}$$

Northbound Rights: 35 - 0.5*WBL = 0

Critical Volume #2 (CV2): **113**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 71 or

Southbound Throughs + Rights:

$$\frac{115 + \frac{15}{2} + 50}{} = \frac{180}{2} = 90 \quad \text{or}$$

Southbound Rights: 15 + 50 = 65

Critical Volume #3 (CV3): **90**

Critical Volume: 929 + 113 + 90 = **1132**

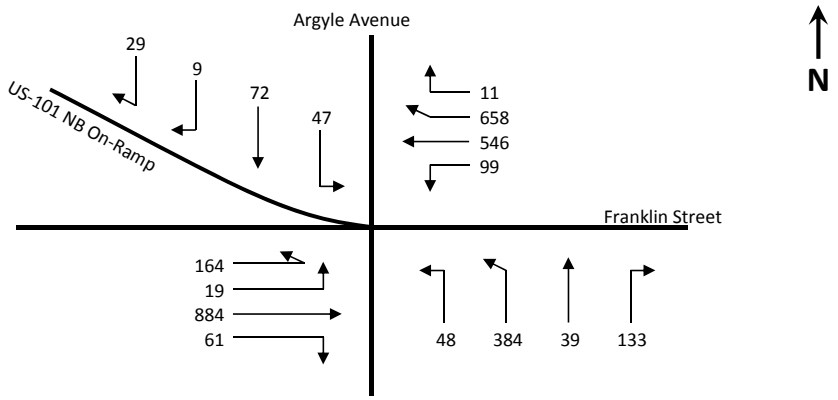
Intersection V/C: $\frac{1132}{1375} = \mathbf{0.823}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.723 **Intersection LOS: C**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

164 + 19 = 183 and

Westbound Throughs + Rights:

$$\frac{546 + \frac{658}{2} + 11}{} = \frac{1215}{2} = 608 \quad \text{or}$$

Westbound Rights: 658 + 11 = 669 or

Westbound Lefts: 99 and

Eastbound Throughs: $\frac{884}{2} = 442$ or

Eastbound Rights: 61

Critical Volume #1 (CV1): **852**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{48 + \frac{384}{2} + 39}{} = \frac{471}{2} = 236 \quad \text{or}$$

Northbound Rights: 133 - 0.5*WBL = 83

Critical Volume #2 (CV2): **236**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 47 or

Southbound Throughs + Rights:

$$\frac{72 + \frac{9}{2} + 29}{} = \frac{110}{2} = 55 \quad \text{or}$$

Southbound Rights: 9 + 29 = 38

Critical Volume #3 (CV3): **55**

Critical Volume: 852 + 236 + 55 = **1143**

Intersection V/C: $\frac{1143}{1375} =$ **0.831**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.731** **Intersection LOS:** **C**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
19	North-South Street:	Gower St	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	155	396	1	265
	Left-Through		1			1	
	Through	59	0	155	134	0	265
	Through-Right		0			0	
	Right	275	1	**178**	457	1	**403**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	0	18	20	0	20
	Left-Through		0			0	
	Through	143	0	**211**	88	0	**122**
	Through-Right		0			0	
	Right	50	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	9	1	**9**	15	1	15
	Left-Through		0			0	
	Through	479	1	268	929	1	**489**
	Through-Right		1			1	
	Right	57	0	57	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	108	1	**108**
	Left-Through		0			0	
	Through	1229	1	**617**	887	1	453
	Through-Right		1			1	
	Right	5	0	5	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	389		*North-South:*	525
			East-West:	626		*East-West:*	597
			SUM:	1015		*SUM:*	1122
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.787
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.612**			**0.687**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
20	North-South Street:	Beachwood Dr	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	22	0	22
	Left-Through		0			0	
	Through	45	0	**87**	48	0	**95**
	Through-Right		0			0	
	Right	32	0	0	25	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	172	0	**172**	210	0	**210**
	Left-Through		1			1	
	Through	0	0	172	1	0	211
	Through-Right		0			0	
	Right	163	1	72	188	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	**91**	191	1	**191**
	Left-Through		0			0	
	Through	698	1	352	1124	1	564
	Through-Right		1			1	
	Right	6	0	6	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	3	5	1	5
	Left-Through		0			0	
	Through	1274	1	**693**	870	1	**520**
	Through-Right		1			1	
	Right	112	0	112	169	0	169
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	259		*North-South:*	305
			East-West:	784		*East-West:*	711
			SUM:	1043		*SUM:*	1016
	VOLUME/CAPACITY *(V/C)* RATIO:			0.732			0.713
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.632**			**0.613**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
21	North-South Street:	Bronson Ave	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	**32**	44	0	44
	Left-Through		0			0	
	Through	110	0	238	145	0	**416**
	Through-Right		0			0	
	Right	96	0	0	227	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	80	0	80	93	0	**93**
	Left-Through		0			0	
	Through	160	0	**333**	122	0	310
	Through-Right		0			0	
	Right	93	0	0	95	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	120	1	120
	Left-Through		0			0	
	Through	679	1	389	1106	1	**582**
	Through-Right		1			1	
	Right	99	0	99	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	182	1	182	116	1	**116**
	Left-Through		0			0	
	Through	1134	1	**593**	871	1	460
	Through-Right		1			1	
	Right	51	0	51	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	509
			East-West:	675		*East-West:*	698
			SUM:	1040		*SUM:*	1207
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.805
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**			**0.705**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
22	North-South Street:	Wilton Pl	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	83	0	83
	Left-Through		0			0	
	Through	5	0	**132**	7	0	**182**
	Through-Right		0			0	
	Right	67	0	0	92	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	39	0	**39**	32	0	**32**
	Left-Through		0			0	
	Through	8	0	54	14	0	48
	Through-Right		0			0	
	Right	7	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	7	1	**7**	5	1	5
	Left-Through		0			0	
	Through	915	1	485	1481	1	**767**
	Through-Right		1			1	
	Right	54	0	54	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	166	122	1	**122**
	Left-Through		0			0	
	Through	1532	1	**770**	1103	1	555
	Through-Right		1			1	
	Right	7	0	7	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	171		*North-South:*	214
			East-West:	777		*East-West:*	889
			SUM:	948		*SUM:*	1103
VOLUME/CAPACITY *(V/C)* RATIO:				0.632			0.735
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.532**			**0.635**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
23	North-South Street:	Western Ave	East-West Street:	Franklin Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		3	NB -- 0	SB --	3
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	153	1	**153**
	Left-Through		0			0	
	Through	375	1	219	751	1	437
	Through-Right		1			1	
	Right	62	0	62	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	45	1	45
	Left-Through		0			0	
	Through	1014	2	507	768	2	**384**
	Through-Right		0			0	
	Right	890	1	**564**	569	1	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	326	1	**326**	401	1	401
	Left-Through		0			0	
	Through	610	1	359	1067	1	**601**
	Through-Right		1			1	
	Right	108	0	108	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	77	1	**77**
	Left-Through		0			0	
	Through	750	1	**382**	509	1	263
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	537
			East-West:	708		*East-West:*	678
			SUM:	1361		*SUM:*	1215
VOLUME/CAPACITY *(V/C)* RATIO:				0.955			0.853
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.855**			**0.753**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
24	North-South Street:	Highland Ave	East-West Street:	Johnny Grant Wy / Yucca St
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	79	1	**79**
	Left-Through		0			0	
	Through	1402	2	477	1402	2	479
	Through-Right		1			1	
	Right	29	0	29	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	16	25	1	25
	Left-Through		0			0	
	Through	1653	3	**551**	1462	3	**487**
	Through-Right		0			0	
	Right	209	1	194	119	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**15**	130	1	**68**
	Left-Through		1			1	
	Through	2	0	15	5	0	68
	Through-Right		0			0	
	Right	49	1	16	101	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	43	1	**35**	67	1	**55**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	617		*North-South:*	566
			East-West:	50		*East-West:*	123
			SUM:	667		*SUM:*	689
	VOLUME/CAPACITY *(V/C)* RATIO:			0.468			0.484
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.368**			**0.384**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
25	North-South Street:	Cahuenga Blvd	East-West Street:	Yucca St
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	**9**	35	1	35
	Left-Through		0			0	
	Through	699	1	362	1194	1	**613**
	Through-Right		1			1	
	Right	24	0	24	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	1	52	48	1	**48**
	Left-Through		0			0	
	Through	1437	2	**719**	638	2	319
	Through-Right		0			0	
	Right	27	1	27	25	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	0	47	127	0	**127**
	Left-Through		0			0	
	Through	25	0	**85**	49	0	194
	Through-Right		0			0	
	Right	13	0	0	18	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	79	1	**79**	22	1	22
	Left-Through		0			0	
	Through	56	1	56	67	1	67
	Through-Right		0			0	
	Right	80	1	54	263	1	**239**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	728		*North-South:*	661
			East-West:	164		*East-West:*	366
			SUM:	892		*SUM:*	1027
VOLUME/CAPACITY *(V/C)* RATIO:				0.595			0.685
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.495**			**0.585**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
26	North-South Street:	Ivar Ave	East-West Street:	Yucca St
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0	
	EB -- 0	WB --	0	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	28	135	0	135
	Left-Through		0			0	
	Through	3	0	**73**	14	0	**257**
	Through-Right		0			0	
	Right	42	0	0	108	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	**2**	1	0	**1**
	Left-Through		0			0	
	Through	10	0	20	1	0	5
	Through-Right		0			0	
	Right	8	0	0	3	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	10	1	**10**
	Left-Through		0			0	
	Through	62	1	**62**	121	1	121
	Through-Right		0			0	
	Right	47	1	47	35	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	324	1	**324**	42	1	42
	Left-Through		0			0	
	Through	172	1	172	273	1	**273**
	Through-Right		0			0	
	Right	10	1	10	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	75		*North-South:*	258
			East-West:	386		*East-West:*	283
			SUM:	461		*SUM:*	541
VOLUME/CAPACITY *(V/C)* RATIO:				0.307			0.361
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.207**			**0.261**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
27	North-South Street:	Vine St	East-West Street:	Yucca St
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	206	1	**206**
	Left-Through		0			0	
	Through	343	1	243	737	1	474
	Through-Right		1			1	
	Right	143	0	143	211	0	211
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	38	1	38
	Left-Through		0			0	
	Through	999	1	**665**	808	1	**425**
	Through-Right		1			1	
	Right	331	0	331	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	50	1	50
	Left-Through		0			0	
	Through	59	1	**59**	135	1	**135**
	Through-Right		0			0	
	Right	37	1	5	46	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	51	1	**51**
	Left-Through		0			0	
	Through	132	1	70	76	1	44
	Through-Right		1			1	
	Right	7	0	7	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	631
			East-West:	135		*East-West:*	186
			SUM:	865		*SUM:*	817
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.545
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.477**			**0.445**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
28	North-South Street:	Argyle Ave	East-West Street:	Yucca St
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	23	0	23
	Left-Through		1			1	
	Through	140	0	77	424	0	**233**
	Through-Right		1			1	
	Right	5	0	77	18	0	233
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	3	9	0	**9**
	Left-Through		1			1	
	Through	202	0	**103**	109	0	64
	Through-Right		1			1	
	Right	1	1	0	1	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	241	1	**241**
	Left-Through		0			0	
	Through	22	1	22	84	1	84
	Through-Right		0			0	
	Right	116	1	116	62	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	8	1	8
	Left-Through		0			0	
	Through	134	0	**169**	54	0	**129**
	Through-Right		1			1	
	Right	35	0	0	75	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	112		*North-South:*	242
			East-West:	309		*East-West:*	370
			SUM:	421		*SUM:*	612
VOLUME/CAPACITY *(V/C)* RATIO:				0.281			0.408
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.181**			**0.308**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
29	North-South Street:	Gower St	East-West Street:	Carlos Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**	19	1	19
	Left-Through		0			0	
	Through	316	1	166	735	1	**374**
	Through-Right		1			1	
	Right	16	0	16	13	0	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	16	0	**16**
	Left-Through		1			1	
	Through	820	0	**446**	525	0	306
	Through-Right		1			1	
	Right	46	0	446	23	0	306
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	17	12	0	12
	Left-Through		0			0	
	Through	6	0	**59**	0	0	**42**
	Through-Right		0			0	
	Right	36	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	11	0	11
	Left-Through		0			0	
	Through	4	0	**65**	2	0	**69**
	Through-Right		0			0	
	Right	31	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	478		*North-South:*	390
			East-West:	124		*East-West:*	111
			SUM:	602		*SUM:*	501
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.352
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.322**			**0.252**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
30	North-South Street:	Laurel Canyon Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 2	WB --		3	EB -- 2	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	645	1	**398**	1035	1	**608**
	Through-Right		1			1	
	Right	150	0	150	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	448	1	**448**	442	1	**442**
	Left-Through		0			0	
	Through	1413	1	726	1012	1	518
	Through-Right		1			1	
	Right	39	0	39	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	0	8	50	0	50
	Left-Through		0			0	
	Through	24	0	**33**	54	0	**108**
	Through-Right		0			0	
	Right	1	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	476	2	0	519	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	846		*North-South:*	1050
			East-West:	33		*East-West:*	108
			SUM:	879		*SUM:*	1158
VOLUME/CAPACITY *(V/C)* RATIO:				0.617			0.813
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.517**			**0.713**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
31	North-South Street:	Fairfax Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 3	*SB --*	0	*NB --* 3	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	**183**	368	1	**368**
	Left-Through		0			0	
	Through	21	1	21	27	1	27
	Through-Right		0			0	
	Right	498	1	0	767	1	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	3	0	3
	Left-Through		0			0	
	Through	32	0	**46**	18	0	**23**
	Through-Right		0			0	
	Right	5	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	10	1	10
	Left-Through		0			0	
	Through	331	1	331	536	1	**364**
	Through-Right		1			1	
	Right	618	0	**527**	192	0	192
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	781	1	**781**	557	1	**557**
	Left-Through		0			0	
	Through	637	1	322	363	1	185
	Through-Right		1			1	
	Right	7	0	7	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	229		*North-South:*	391
			East-West:	1308		*East-West:*	921
			SUM:	1537		*SUM:*	1312
VOLUME/CAPACITY *(V/C)* RATIO:				1.079			0.921
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.979**			**0.821**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
32	North-South Street:	Nichols Canyon Rd / G	East-West Street:	Hollywood Blvd	
	Scenario:	Existing Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	20	0	20
	Left-Through		0			0	
	Through	14	0	43	166	0	**238**
	Through-Right		0			0	
	Right	23	0	0	52	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	81	0	81	43	0	**43**
	Left-Through		0			0	
	Through	169	0	**491**	33	0	125
	Through-Right		0			0	
	Right	241	0	0	49	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	156	1	**156**
	Left-Through		0			0	
	Through	853	1	432	1184	1	599
	Through-Right		1			1	
	Right	10	0	10	14	0	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	32	1	32	21	1	21
	Left-Through		0			0	
	Through	1242	1	**643**	899	1	**475**
	Through-Right		1			1	
	Right	44	0	44	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	497		*North-South:*	281
			East-West:	681		*East-West:*	631
			SUM:	1178		*SUM:*	912
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.608
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.685**			**0.508**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
33	North-South Street:	Gardner St	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	47	0	47
	Left-Through		0			0	
	Through	38	0	**119**	86	0	**191**
	Through-Right		0			0	
	Right	51	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	6	0	**6**	2	0	**2**
	Left-Through		0			0	
	Through	35	0	83	23	0	54
	Through-Right		0			0	
	Right	42	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	14	1	**14**	53	1	53
	Left-Through		0			0	
	Through	856	1	452	1225	1	**621**
	Through-Right		1			1	
	Right	48	0	48	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	53	1	**53**
	Left-Through		0			0	
	Through	1481	1	**743**	941	1	472
	Through-Right		1			1	
	Right	5	0	5	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	125		*North-South:*	193
			East-West:	757		*East-West:*	674
			SUM:	882		*SUM:*	867
VOLUME/CAPACITY *(V/C)* RATIO:				0.588			0.578
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.488**			**0.478**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
34	North-South Street:	Fuller Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	43	0	43
	Left-Through		0			0	
	Through	53	0	109	161	0	**242**
	Through-Right		0			0	
	Right	35	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	0	29	26	0	**26**
	Left-Through		0			0	
	Through	61	0	**210**	64	0	148
	Through-Right		0			0	
	Right	120	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	171	1	**171**
	Left-Through		0			0	
	Through	804	1	419	1056	1	545
	Through-Right		1			1	
	Right	34	0	34	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	22	1	22	32	1	32
	Left-Through		0			0	
	Through	1465	2	**733**	931	2	**466**
	Through-Right		0			0	
	Right	41	1	41	35	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	231		*North-South:*	268
			East-West:	774		*East-West:*	637
			SUM:	1005		*SUM:*	905
	VOLUME/CAPACITY *(V/C)* RATIO:			0.670			0.603
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.570**			**0.503**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
35	North-South Street:	La Brea Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	**68**	71	1	**71**
	Left-Through		0			0	
	Through	602	2	301	587	2	294
	Through-Right		0			0	
	Right	154	1	0	275	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	29	1	29
	Left-Through		0			0	
	Through	722	1	**722**	558	1	**545**
	Through-Right		1			1	
	Right	739	0	541	531	0	531
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	397	1	**397**	427	1	**427**
	Left-Through		0			0	
	Through	416	1	268	656	1	380
	Through-Right		1			1	
	Right	120	0	120	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	255	1	255	233	1	233
	Left-Through		0			0	
	Through	755	1	**385**	372	1	**207**
	Through-Right		1			1	
	Right	14	0	14	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	790		*North-South:*	616
			East-West:	782		*East-West:*	634
			SUM:	1572		*SUM:*	1250
VOLUME/CAPACITY *(V/C)* RATIO:				1.103			0.877
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.003**			**0.777**
LEVEL OF SERVICE (LOS):				**F**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
36	North-South Street:	Orange Dr	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 / EB -- 0	SB -- / WB --	0 / 0	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	55	0	55
	Left-Through		1			1	
	Through	23	0	**46**	37	0	**92**
	Through-Right		0			0	
	Right	73	1	42	96	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	35	0	35
	Left-Through		1			1	
	Through	16	0	**26**	21	0	**56**
	Through-Right		0			0	
	Right	26	1	6	107	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	149	1	149
	Left-Through		0			0	
	Through	599	1	317	732	1	**403**
	Through-Right		1			1	
	Right	35	0	35	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	63	64	1	**64**
	Left-Through		0			0	
	Through	985	1	**510**	510	1	290
	Through-Right		1			1	
	Right	35	0	35	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	72		*North-South:*	148
			East-West:	550		*East-West:*	467
			SUM:	622		*SUM:*	615
VOLUME/CAPACITY *(V/C)* RATIO:				0.452			0.447
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.352**			**0.347**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
37	North-South Street:	Highland Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 3	WB --	3	EB -- 3	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	38	1	38
	Left-Through		0			0	
	Through	1344	2	465	1297	2	**443**
	Through-Right		1			1	
	Right	52	0	52	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	37	98	1	**98**
	Left-Through		0			0	
	Through	1504	2	**560**	1345	2	496
	Through-Right		1			1	
	Right	176	0	176	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	1	**195**	167	1	**167**
	Left-Through		0			0	
	Through	426	2	213	559	2	280
	Through-Right		0			0	
	Right	33	1	15	70	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	207	120	1	120
	Left-Through		0			0	
	Through	907	2	**454**	519	2	**260**
	Through-Right		0			0	
	Right	40	1	3	62	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	578		*North-South:*	541
			East-West:	649		*East-West:*	427
			SUM:	1227		*SUM:*	968
VOLUME/CAPACITY *(V/C)* RATIO:				0.892			0.704
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.792**			**0.604**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
38	North-South Street:	Las Palmas Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	26	0	26
	Left-Through		0			0	
	Through	71	0	**123**	335	0	**415**
	Through-Right		0			0	
	Right	41	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	**24**	48	0	**48**
	Left-Through		0			0	
	Through	56	0	131	64	0	157
	Through-Right		0			0	
	Right	51	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	63	1	63
	Left-Through		0			0	
	Through	457	1	234	682	1	**351**
	Through-Right		1			1	
	Right	11	0	11	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	57	1	**57**
	Left-Through		0			0	
	Through	1056	1	**545**	607	1	325
	Through-Right		1			1	
	Right	34	0	34	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	463
			East-West:	592		*East-West:*	408
			SUM:	739		*SUM:*	871
VOLUME/CAPACITY *(V/C)* RATIO:				0.493			0.581
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.393**			**0.481**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
39	North-South Street:	Cherokee Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	26	0	26
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	59	0	**80**	40	0	**66**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	12	1	**12**	100	1	**100**
	Left-Through		0			0	
	Through	548	2	274	856	2	428
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1327	1	**678**	626	1	**366**
	Through-Right		1			1	
	Right	29	0	29	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	80		*North-South:*	66
			East-West:	690		*East-West:*	466
			SUM:	770		*SUM:*	532
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.355
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.413**			**0.255**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
40	North-South Street:	Whitley Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	0	52	37	0	37
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	88	0	**140**	57	0	**94**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	22	1	**22**	97	1	**97**
	Left-Through		0			0	
	Through	524	2	262	817	2	409
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1245	1	**634**	679	1	**392**
	Through-Right		1			1	
	Right	22	0	22	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	140		*North-South:*	94
			East-West:	656		*East-West:*	489
			SUM:	796		*SUM:*	583
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.389
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.431**			**0.289**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
41	North-South Street:	Wilcox Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	53	1	53
	Left-Through		0			0	
	Through	110	0	140	352	0	**450**
	Through-Right		1			1	
	Right	30	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	12	0	**12**
	Left-Through		0			0	
	Through	233	0	**345**	191	0	235
	Through-Right		0			0	
	Right	102	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	88	1	88
	Left-Through		0			0	
	Through	505	1	271	754	1	**399**
	Through-Right		1			1	
	Right	36	0	36	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	57	1	**57**
	Left-Through		0			0	
	Through	1213	1	**609**	661	1	349
	Through-Right		1			1	
	Right	5	0	5	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	462
			East-West:	635		*East-West:*	456
			SUM:	985		*SUM:*	918
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.612
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.557**			**0.512**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
42	North-South Street:	Cahuenga Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	**15**	4	0	0
	Left-Through		1			0	
	Through	609	0	366	786	1	**439**
	Through-Right		1			1	
	Right	33	0	366	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	0	28	4	0	**0**
	Left-Through		1			0	
	Through	1168	0	**802**	758	1	429
	Through-Right		1			1	
	Right	324	0	802	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	62	1	62
	Left-Through		0			0	
	Through	502	1	267	864	1	**446**
	Through-Right		1			1	
	Right	32	0	32	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	75	43	1	**43**
	Left-Through		0			0	
	Through	965	2	**483**	731	2	366
	Through-Right		0			0	
	Right	34	1	34	82	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	817		*North-South:*	439
			East-West:	521		*East-West:*	489
			SUM:	1338		*SUM:*	928
	VOLUME/CAPACITY *(V/C)* RATIO:			0.892			0.619
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.792**			**0.519**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
43	North-South Street:	Ivar Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	**8**	29	0	29
	Left-Through		0			0	
	Through	56	0	101	209	0	**342**
	Through-Right		0			0	
	Right	37	0	0	104	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	11	0	11	10	0	**10**
	Left-Through		0			0	
	Through	231	0	**367**	44	0	71
	Through-Right		0			0	
	Right	125	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	26	1	26
	Left-Through		0			0	
	Through	529	1	275	875	1	**451**
	Through-Right		1			1	
	Right	20	0	20	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	50	1	**50**
	Left-Through		0			0	
	Through	1058	1	**550**	694	1	365
	Through-Right		1			1	
	Right	41	0	41	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	375		*North-South:*	352
			East-West:	568		*East-West:*	501
			SUM:	943		*SUM:*	853
	VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.569
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.529**			**0.469**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
44	North-South Street:	Vine St	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0		NB -- 0	SB --	0
	EB -- 3	WB --	0		EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2				2
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	115	1	115
	Left-Through		0			0	
	Through	524	2	262	1033	2	**517**
	Through-Right		0			0	
	Right	163	1	113	217	1	183
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	36	57	1	**57**
	Left-Through		0			0	
	Through	998	1	**545**	760	1	411
	Through-Right		1			1	
	Right	91	0	91	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	52	1	52
	Left-Through		0			0	
	Through	479	2	240	889	2	**445**
	Through-Right		0			0	
	Right	5	1	0	15	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	69	1	**69**
	Left-Through		0			0	
	Through	1017	1	**524**	661	1	383
	Through-Right		1			1	
	Right	30	0	30	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	634		*North-South:*	574
			East-West:	554		*East-West:*	514
			SUM:	1188		*SUM:*	1088
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.764
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.734**			**0.664**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
45	North-South Street:	Argyle Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0	
	EB -- 0	WB --	0	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	**31**	37	1	37
	Left-Through		0			0	
	Through	79	1	79	281	1	**281**
	Through-Right		0			0	
	Right	40	1	0	44	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	54	36	1	**36**
	Left-Through		0			0	
	Through	221	1	**221**	122	1	122
	Through-Right		0			0	
	Right	45	1	8	64	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	109	1	**109**
	Left-Through		0			0	
	Through	503	2	252	913	2	457
	Through-Right		0			0	
	Right	123	1	108	166	1	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	178	67	1	67
	Left-Through		0			0	
	Through	1036	1	**544**	711	1	**428**
	Through-Right		1			1	
	Right	52	0	52	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	252		*North-South:*	317
			East-West:	618		*East-West:*	537
			SUM:	870		*SUM:*	854
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.569
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.480**			**0.469**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
46	North-South Street:	Gower St	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	70	1	**70**
	Left-Through		0			0	
	Through	287	1	170	585	1	341
	Through-Right		1			1	
	Right	52	0	52	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	45	1	45
	Left-Through		0			0	
	Through	419	1	**419**	368	1	**368**
	Through-Right		0			0	
	Right	383	1	363	134	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	86	1	86
	Left-Through		0			0	
	Through	527	1	279	884	1	**471**
	Through-Right		1			1	
	Right	31	0	31	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	67	1	**67**
	Left-Through		0			0	
	Through	1131	1	**578**	734	1	402
	Through-Right		1			1	
	Right	24	0	24	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	438
			East-West:	618		*East-West:*	538
			SUM:	1083		*SUM:*	976
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.651
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.622**			**0.551**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
47	North-South Street:	Bronson Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	**38**	77	1	77
	Left-Through		0			0	
	Through	132	0	276	313	0	**467**
	Through-Right		1			1	
	Right	144	0	0	154	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	0	91	72	0	**72**
	Left-Through		0			0	
	Through	300	0	**481**	187	0	334
	Through-Right		0			0	
	Right	90	0	0	75	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	22	1	**22**	71	1	71
	Left-Through		0			0	
	Through	504	1	284	939	1	**495**
	Through-Right		1			1	
	Right	63	0	63	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	82	1	**82**
	Left-Through		0			0	
	Through	1037	1	**537**	583	1	316
	Through-Right		1			1	
	Right	37	0	37	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	519		*North-South:*	539
			East-West:	559		*East-West:*	577
			SUM:	1078		*SUM:*	1116
VOLUME/CAPACITY *(V/C)* RATIO:				0.719			0.744
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.619**			**0.644**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
48	North-South Street:	US-101 SB Ramps	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

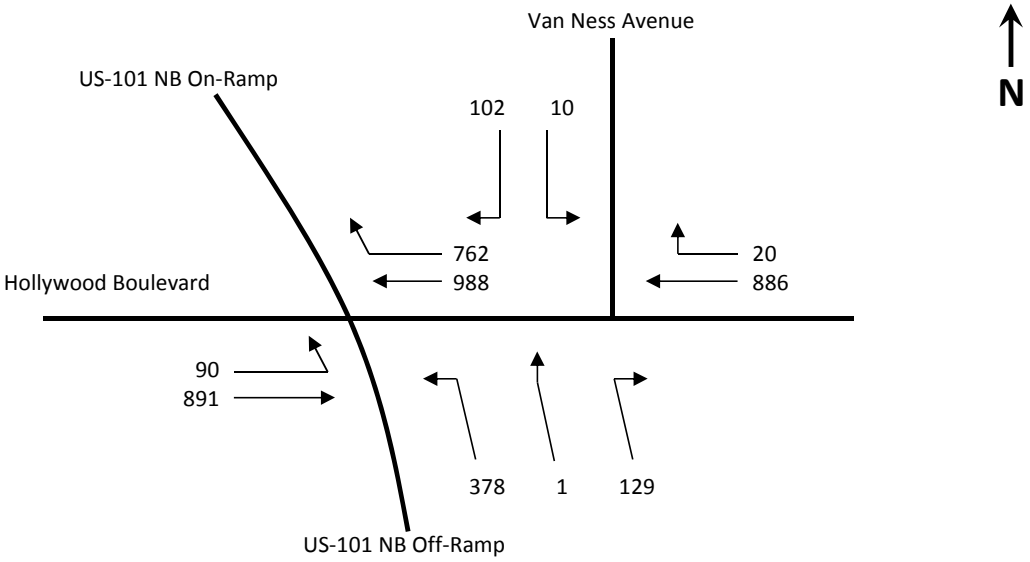
	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	494	1	320	501	1	291
	Left-Through		0			0	
	Through	4	0	**320**	13	0	**291**
	Through-Right		0			0	
	Right	141	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	468	2	234	888	2	444
	Through-Right		0			0	
	Right	185	1	185	239	1	239
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	21	1	21
	Left-Through		0			0	
	Through	1302	2	**651**	962	2	**481**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	291
			East-West:	651		*East-West:*	481
			SUM:	971		*SUM:*	772
VOLUME/CAPACITY *(V/C)* RATIO:				0.681			0.542
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.581**			**0.442**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	90			and	
Westbound Throughs:	988 / 2	=	494	or	
Westbound Rights:	762				or
Eastbound Throughs:	891 / 2	=	446		
Critical Volume #1 (CV1):	**852**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	378	*	0.55	=	208	or
Northbound Throughs + Rights:	1	+	129	=	130	
Critical Volume #2 (CV2):	**208**					

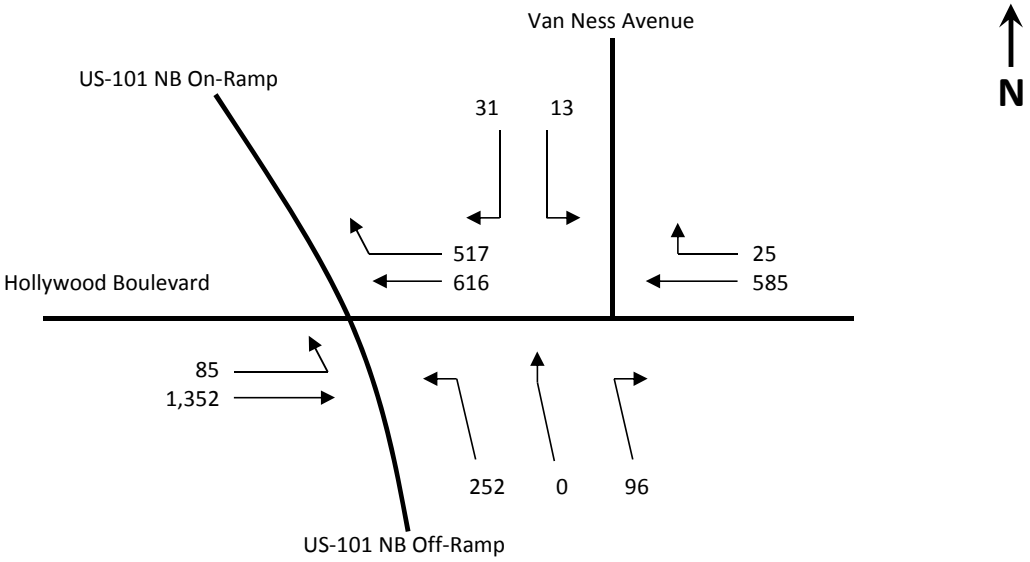
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	10	or
Southbound Rights:	102	
Critical Volume #3 (CV3):	**102**	

Critical Volume:	852	+	208	+	102	=	**1,162**
Intersection V/C:	1,162 / 1,425	=	**0.815**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.715**				**Intersection LOS:**		**C**

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	85			and
Westbound Throughs:	616 / 2	=	308	or
Westbound Rights:	517			or
Eastbound Throughs:	1,352 / 2	=	676	
Critical Volume #1 (CV1):	**676**			

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	252	*	0.55	=	139	or
Northbound Throughs + Rights:	0	+	96	=	96	
Critical Volume #2 (CV2):	**139**					

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	13	or
Southbound Rights:	31	
Critical Volume #3 (CV3):	**31**	

Critical Volume:	676	+	139	+	31	=	**846**
Intersection V/C:	846 / 1,425	=	**0.594**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.494**				**Intersection LOS:**		**A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
50	North-South Street:	Wilton Pl	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	341	0	341	319	0	319
	Left-Through		1			1	
	Through	60	0	**401**	165	0	**484**
	Through-Right		0			0	
	Right	45	1	6	156	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	0	15	21	0	21
	Left-Through		0			0	
	Through	184	0	**242**	143	0	**191**
	Through-Right		0			0	
	Right	43	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	35	1	35
	Left-Through		0			0	
	Through	770	2	385	1031	2	**516**
	Through-Right		0			0	
	Right	152	1	0	165	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	52	1	**52**
	Left-Through		0			0	
	Through	1141	1	**579**	881	1	456
	Through-Right		1			1	
	Right	17	0	17	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	643		*North-South:*	675
			East-West:	604		*East-West:*	568
			SUM:	1247		*SUM:*	1243
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.872
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.775**			**0.772**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
51	North-South Street:	Western Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	**133**	118	1	**118**
	Left-Through		0			0	
	Through	429	2	215	792	2	396
	Through-Right		0			0	
	Right	83	1	0	94	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	61	105	1	105
	Left-Through		0			0	
	Through	883	1	**558**	767	1	**452**
	Through-Right		1			1	
	Right	232	0	232	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	114	1	**114**	213	1	213
	Left-Through		0			0	
	Through	675	1	367	902	1	**496**
	Through-Right		1			1	
	Right	58	0	58	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	138	1	**138**
	Left-Through		0			0	
	Through	796	2	**398**	688	2	344
	Through-Right		0			0	
	Right	27	1	0	73	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	691		*North-South:*	570
			East-West:	512		*East-West:*	634
			SUM:	1203		*SUM:*	1204
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.876
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.775**			**0.776**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
52	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (North)
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	**3**	17	1	17
	Left-Through		0			0	
	Through	822	1	459	901	1	**508**
	Through-Right		1			1	
	Right	95	0	95	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	29	1	**29**
	Left-Through		0			0	
	Through	1040	2	**520**	891	2	446
	Through-Right		0			0	
	Right	2	1	2	15	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	16	0	**16**	0	0	**0**
	Left-Through		1			1	
	Through	0	0	16	1	0	1
	Through-Right		0			0	
	Right	13	1	12	15	1	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	0	150	183	0	183
	Left-Through		0			0	
	Through	1	0	**201**	0	0	**227**
	Through-Right		0			0	
	Right	50	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	537
			East-West:	217		*East-West:*	227
			SUM:	740		*SUM:*	764
VOLUME/CAPACITY *(V/C)* RATIO:				0.493			0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.393**			**0.409**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
53	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (South)
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	38	1	**38**
	Left-Through		0			0	
	Through	823	2	412	932	2	466
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1088	1	**601**	959	1	**538**
	Through-Right		1			1	
	Right	114	0	114	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	0	103	115	0	115
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	113	0	**216**	117	0	**232**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	675		*North-South:*	576
			East-West:	216		*East-West:*	232
			SUM:	891		*SUM:*	808
	VOLUME/CAPACITY *(V/C)* RATIO:			0.594			0.539
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.494**			**0.439**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
54	North-South Street:	Highland Ave	East-West Street:	Selma Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	1	0
	Left-Through		0			0	
	Through	1390	2	489	1253	2	**443**
	Through-Right		1			1	
	Right	78	0	78	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	28	67	1	**67**
	Left-Through		0			0	
	Through	1641	2	**547**	1484	2	495
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	182	0	182	56	0	56
	Left-Through		0			0	
	Through	0	0	**234**	0	0	**121**
	Through-Right		0			0	
	Right	52	0	0	65	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	510
			East-West:	234		*East-West:*	121
			SUM:	781		*SUM:*	631
VOLUME/CAPACITY *(V/C)* RATIO:				0.521			0.421
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.421**			**0.321**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
55	North-South Street:	Wilcox Ave	East-West Street:	Selma Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	27	1	27
	Left-Through		0			0	
	Through	153	0	159	398	0	**420**
	Through-Right		1			1	
	Right	6	0	0	22	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	1	7	36	1	**36**
	Left-Through		0			0	
	Through	323	0	**376**	243	0	291
	Through-Right		1			1	
	Right	53	0	0	48	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	**12**	46	0	46
	Left-Through		0			0	
	Through	38	0	73	186	0	**279**
	Through-Right		0			0	
	Right	23	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	18	0	18	16	0	**16**
	Left-Through		0			0	
	Through	50	0	**83**	60	0	100
	Through-Right		0			0	
	Right	15	0	0	24	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	403		*North-South:*	456
			East-West:	95		*East-West:*	295
			SUM:	498		*SUM:*	751
VOLUME/CAPACITY *(V/C)* RATIO:				0.332			0.501
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.232**			**0.401**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
56	North-South Street:	Cahuenga Blvd	East-West Street:	Selma Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	0	0	0
	Left-Through		1			0	
	Through	655	0	388	1051	1	**548**
	Through-Right		1			1	
	Right	19	0	388	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	24	0	0	**0**
	Left-Through		1			0	
	Through	1104	0	**634**	650	1	349
	Through-Right		1			1	
	Right	68	0	634	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	14	0	14	73	0	73
	Left-Through		0			0	
	Through	27	0	**56**	111	0	**235**
	Through-Right		0			0	
	Right	15	0	0	51	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	6	0	**6**	22	0	**22**
	Left-Through		0			0	
	Through	19	0	35	39	0	105
	Through-Right		0			0	
	Right	10	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	548
			East-West:	62		*East-West:*	257
			SUM:	713		*SUM:*	805
VOLUME/CAPACITY *(V/C)* RATIO:				0.475			0.537
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.375**			**0.437**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
57	North-South Street:	Vine St	East-West Street:	Selma Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	51	1	51
	Left-Through		0			0	
	Through	632	2	316	1116	2	**558**
	Through-Right		0			0	
	Right	94	1	54	106	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	65	1	**65**
	Left-Through		0			0	
	Through	1251	1	**656**	818	1	442
	Through-Right		1			1	
	Right	61	0	61	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**27**	78	1	78
	Left-Through		0			0	
	Through	57	0	123	195	0	**277**
	Through-Right		1			1	
	Right	66	0	0	82	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	47	1	**47**
	Left-Through		0			0	
	Through	96	0	**238**	95	0	163
	Through-Right		1			1	
	Right	142	0	0	68	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	707		*North-South:*	623
			East-West:	265		*East-West:*	324
			SUM:	972		*SUM:*	947
VOLUME/CAPACITY *(V/C)* RATIO:				0.648			0.631
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.548**			**0.531**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
58	North-South Street:	Crescent Heights Blvd	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	77	1	77
	Left-Through		0			0	
	Through	590	2	295	797	2	**399**
	Through-Right		0			0	
	Right	129	1	33	312	1	221
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	94	1	**94**
	Left-Through		0			0	
	Through	945	1	**528**	642	1	366
	Through-Right		1			1	
	Right	111	0	111	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	289	1	**289**
	Left-Through		0			0	
	Through	836	3	279	1305	3	435
	Through-Right		0			0	
	Right	68	1	39	77	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	1	193	183	1	183
	Left-Through		0			0	
	Through	1123	2	**385**	1025	2	**363**
	Through-Right		1			1	
	Right	33	0	33	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	493
			East-West:	581		*East-West:*	652
			SUM:	1167		*SUM:*	1145
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.833
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.749**			**0.733**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
59	North-South Street:	Fairfax Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		0	NB -- 3	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	121	1	121
	Left-Through		0			0	
	Through	475	2	238	929	2	**465**
	Through-Right		0			0	
	Right	178	1	0	197	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	73	1	**73**
	Left-Through		0			0	
	Through	777	2	**389**	601	2	301
	Through-Right		0			0	
	Right	276	1	210	134	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	256	1	256
	Left-Through		0			0	
	Through	771	2	**287**	1230	2	**436**
	Through-Right		1			1	
	Right	90	0	90	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	264	1	**264**	199	1	**199**
	Left-Through		0			0	
	Through	1072	2	369	960	2	343
	Through-Right		1			1	
	Right	34	0	34	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	538
			East-West:	551		*East-West:*	635
			SUM:	1033		*SUM:*	1173
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.853
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.651**			**0.753**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
60	North-South Street:	Gardner St	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	36	0	36
	Left-Through		0			0	
	Through	178	0	242	242	0	**387**
	Through-Right		0			0	
	Right	47	0	0	109	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	27	0	27	35	0	**35**
	Left-Through		0			0	
	Through	181	0	**261**	128	0	193
	Through-Right		0			0	
	Right	53	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	63	1	63
	Left-Through		0			0	
	Through	994	2	343	1388	2	**481**
	Through-Right		1			1	
	Right	36	0	36	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	51	1	**51**
	Left-Through		0			0	
	Through	1302	2	**449**	1142	2	392
	Through-Right		1			1	
	Right	45	0	45	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	278		*North-South:*	422
			East-West:	504		*East-West:*	532
			SUM:	782		*SUM:*	954
VOLUME/CAPACITY *(V/C)* RATIO:				0.521			0.636
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.421**			**0.536**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
61	North-South Street:	Poinsettia Pl (West)	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	51	0	51
	Left-Through		0			0	
	Through	16	0	**89**	42	0	**154**
	Through-Right		0			0	
	Right	43	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	**13**	17	0	**17**
	Left-Through		0			0	
	Through	15	0	45	16	0	64
	Through-Right		0			0	
	Right	17	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	15	1	15
	Left-Through		0			0	
	Through	1043	2	353	1482	2	**502**
	Through-Right		1			1	
	Right	15	0	15	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	37	1	**37**
	Left-Through		0			0	
	Through	1372	2	**470**	1164	2	400
	Through-Right		1			1	
	Right	39	0	39	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	102		*North-South:*	171
			East-West:	481		*East-West:*	539
			SUM:	583		*SUM:*	710
	VOLUME/CAPACITY *(V/C)* RATIO:			0.389			0.473
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.289**			**0.373**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
62	North-South Street:	Poinsettia Pl (East)	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**3**	2	0	**2**
	Left-Through		0			0	
	Through	0	0	14	5	0	20
	Through-Right		0			0	
	Right	11	0	0	13	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	93	0	93	63	0	63
	Left-Through		0			0	
	Through	0	0	**149**	3	0	**118**
	Through-Right		0			0	
	Right	56	0	0	52	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	38	1	38
	Left-Through		0			0	
	Through	1088	2	363	1521	2	**507**
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	5	1	**5**
	Left-Through		0			0	
	Through	1378	2	**472**	1184	2	413
	Through-Right		1			1	
	Right	39	0	39	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	152		*North-South:*	120
			East-West:	483		*East-West:*	512
			SUM:	635		*SUM:*	632
VOLUME/CAPACITY *(V/C)* RATIO:				0.423			0.421
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.323**			**0.321**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
63	North-South Street:	La Brea Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	211	1	**211**
	Left-Through		0			0	
	Through	658	2	329	742	2	371
	Through-Right		0			0	
	Right	181	1	0	248	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	83	146	1	146
	Left-Through		0			0	
	Through	843	2	**337**	767	2	**306**
	Through-Right		1			1	
	Right	168	0	168	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	200	1	200
	Left-Through		0			0	
	Through	854	2	323	1279	2	**461**
	Through-Right		1			1	
	Right	114	0	114	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	228	196	1	**196**
	Left-Through		0			0	
	Through	1169	2	**401**	891	2	328
	Through-Right		1			1	
	Right	35	0	35	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	461		*North-South:*	517
			East-West:	584		*East-West:*	657
			SUM:	1045		*SUM:*	1174
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.854
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.660**			**0.754**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
64	North-South Street:	Orange Dr	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	13	0	13
	Left-Through		0			0	
	Through	63	0	94	126	0	**201**
	Through-Right		0			0	
	Right	21	0	0	62	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	38	0	38	68	0	**68**
	Left-Through		0			0	
	Through	49	0	**148**	60	0	192
	Through-Right		0			0	
	Right	61	0	0	64	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	83	1	**83**
	Left-Through		0			0	
	Through	823	2	283	1178	2	401
	Through-Right		1			1	
	Right	25	0	25	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	28	1	28
	Left-Through		0			0	
	Through	1315	2	**479**	1132	2	**415**
	Through-Right		1			1	
	Right	121	0	121	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	158		*North-South:*	269
			East-West:	496		*East-West:*	498
			SUM:	654		*SUM:*	767
VOLUME/CAPACITY *(V/C)* RATIO:				0.436			0.511
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.336**			**0.411**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
65	North-South Street:	Highland Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	60	1	**60**
	Left-Through		0			0	
	Through	1065	2	395	942	2	340
	Through-Right		1			1	
	Right	119	0	119	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	100	1	100
	Left-Through		0			0	
	Through	1462	2	**579**	1221	2	**501**
	Through-Right		1			1	
	Right	276	0	276	283	0	283
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	264	1	**264**	241	1	**241**
	Left-Through		0			0	
	Through	927	2	335	1238	2	434
	Through-Right		1			1	
	Right	78	0	78	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	212	1	212	119	1	119
	Left-Through		0			0	
	Through	1145	2	**395**	910	2	**316**
	Through-Right		1			1	
	Right	40	0	40	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	641		*North-South:*	561
			East-West:	659		*East-West:*	557
			SUM:	1300		*SUM:*	1118
VOLUME/CAPACITY *(V/C)* RATIO:				0.945			0.813
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.845**			**0.713**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
66	North-South Street:	Las Palmas Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	6	15	0	15
	Left-Through		0			0	
	Through	20	0	**40**	167	0	**212**
	Through-Right		0			0	
	Right	14	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	30	0	30
	Left-Through		0			0	
	Through	76	0	**204**	51	0	**143**
	Through-Right		0			0	
	Right	118	0	0	62	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	172	1	**172**
	Left-Through		0			0	
	Through	1020	2	345	1346	2	455
	Through-Right		1			1	
	Right	16	0	16	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	17	1	17
	Left-Through		0			0	
	Through	1405	2	**477**	1062	2	**393**
	Through-Right		1			1	
	Right	27	0	27	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	244		*North-South:*	355
			East-West:	521		*East-West:*	565
			SUM:	765		*SUM:*	920
VOLUME/CAPACITY *(V/C)* RATIO:				0.556			0.669
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.456**			**0.569**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
67	North-South Street:	Cherokee Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	136	0	136
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	53	0	**78**	95	0	**231**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	983	2	**335**	1486	2	**505**
	Through-Right		1			1	
	Right	22	0	22	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**129**	87	1	**87**
	Left-Through		0			0	
	Through	1342	3	447	1081	3	360
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	78		*North-South:*	231
			East-West:	464		*East-West:*	592
			SUM:	542		*SUM:*	823
VOLUME/CAPACITY *(V/C)* RATIO:				0.361			0.549
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.261**			**0.449**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
68	North-South Street:	Seward St	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0		NB -- 0	SB --	0
	EB -- 0	WB --	0		EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2				2
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	0	29	103	0	103
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	58	0	**87**	208	0	**311**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1014	2	**344**	1565	2	**530**
	Through-Right		1			1	
	Right	19	0	19	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	**139**	55	1	**55**
	Left-Through		0			0	
	Through	1421	3	474	1110	3	370
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	87		*North-South:*	311
			East-West:	483		*East-West:*	585
			SUM:	570		*SUM:*	896
VOLUME/CAPACITY *(V/C)* RATIO:				0.380			0.597
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.280**			**0.497**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
69	North-South Street:	Wilcox Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 / EB -- 0	SB -- / WB --		0 / 0	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	**23**	38	1	38
	Left-Through		0			0	
	Through	105	0	132	252	0	**304**
	Through-Right		1			1	
	Right	27	0	0	52	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	40	1	**40**
	Left-Through		0			0	
	Through	264	0	**366**	238	0	301
	Through-Right		1			1	
	Right	102	0	0	63	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	140	1	140
	Left-Through		0			0	
	Through	986	2	335	1539	2	**526**
	Through-Right		1			1	
	Right	19	0	19	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	108	34	1	**34**
	Left-Through		0			0	
	Through	1374	2	**475**	1031	2	364
	Through-Right		1			1	
	Right	51	0	51	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	389		*North-South:*	344
			East-West:	541		*East-West:*	560
			SUM:	930		*SUM:*	904
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.603
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.503**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
70	North-South Street:	Cahuenga Blvd	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	69	1	69
	Left-Through		0			0	
	Through	456	1	235	875	1	**469**
	Through-Right		1			1	
	Right	13	0	13	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	69	1	**69**
	Left-Through		0			0	
	Through	936	1	**575**	554	1	331
	Through-Right		1			1	
	Right	213	0	213	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	**139**	310	1	**310**
	Left-Through		0			0	
	Through	822	2	301	1185	2	419
	Through-Right		1			1	
	Right	80	0	80	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	35	1	35
	Left-Through		0			0	
	Through	1238	2	**428**	986	2	**355**
	Through-Right		1			1	
	Right	46	0	46	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	603		*North-South:*	538
			East-West:	567		*East-West:*	665
			SUM:	1170		*SUM:*	1203
VOLUME/CAPACITY *(V/C)* RATIO:				0.821			0.844
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.721**			**0.744**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
71	North-South Street:	Ivar Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	43	0	43
	Left-Through		0			0	
	Through	79	0	128	242	0	**381**
	Through-Right		0			0	
	Right	40	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	55	1	**55**
	Left-Through		0			0	
	Through	150	0	**233**	105	0	158
	Through-Right		1			1	
	Right	83	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	**24**	41	1	41
	Left-Through		0			0	
	Through	786	2	270	1296	2	**448**
	Through-Right		1			1	
	Right	25	0	25	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	66	1	**66**
	Left-Through		0			0	
	Through	1375	2	**489**	996	2	354
	Through-Right		1			1	
	Right	91	0	91	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	242		*North-South:*	436
			East-West:	513		*East-West:*	514
			SUM:	755		*SUM:*	950
VOLUME/CAPACITY *(V/C)* RATIO:				0.503			0.633
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.403**			**0.533**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
72	North-South Street:	Vine St	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	94	1	**94**	94	1	94
	Left-Through		0			0	
	Through	650	2	325	1095	2	**548**
	Through-Right		0			0	
	Right	197	1	17	203	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	120	1	**120**
	Left-Through		0			0	
	Through	1152	1	**632**	896	1	510
	Through-Right		1			1	
	Right	111	0	111	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	46	75	1	75
	Left-Through		0			0	
	Through	778	2	**286**	1207	2	**428**
	Through-Right		1			1	
	Right	79	0	79	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	153	1	**153**
	Left-Through		0			0	
	Through	1141	2	401	986	2	364
	Through-Right		1			1	
	Right	61	0	61	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	726		*North-South:*	668
			East-West:	466		*East-West:*	581
			SUM:	1192		*SUM:*	1249
VOLUME/CAPACITY *(V/C)* RATIO:				0.867			0.908
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.767**			**0.808**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
73	North-South Street:	Argyle Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	0	91	63	0	63
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	179	0	**270**	147	0	**210**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	121	1	**121**	145	1	**145**
	Left-Through		0			0	
	Through	849	3	283	1346	3	449
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1318	2	**474**	1093	2	**396**
	Through-Right		1			1	
	Right	104	0	104	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	270		*North-South:*	210
			East-West:	595		*East-West:*	541
			SUM:	865		*SUM:*	751
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.501
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.477**			**0.401**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
74	North-South Street:	Gower St	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	**24**	35	1	35
	Left-Through		0			0	
	Through	253	0	334	519	0	**597**
	Through-Right		1			1	
	Right	81	0	0	78	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	74	1	**74**
	Left-Through		0			0	
	Through	361	0	**411**	363	0	428
	Through-Right		1			1	
	Right	50	0	0	65	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	**48**	96	1	96
	Left-Through		0			0	
	Through	806	2	300	1500	2	**513**
	Through-Right		1			1	
	Right	93	0	93	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	163	76	1	**76**
	Left-Through		0			0	
	Through	1435	2	**487**	1210	2	434
	Through-Right		1			1	
	Right	26	0	26	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	435		*North-South:*	671
			East-West:	535		*East-West:*	589
			SUM:	970		*SUM:*	1260
	VOLUME/CAPACITY *(V/C)* RATIO:			0.681			0.884
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.581**			**0.784**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
75	North-South Street:	Bronson Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	39	1	39
	Left-Through		0			0	
	Through	139	0	271	317	0	**493**
	Through-Right		1			1	
	Right	132	0	0	176	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	73	1	**73**
	Left-Through		0			0	
	Through	307	0	**483**	207	0	271
	Through-Right		1			1	
	Right	176	0	0	64	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	81	1	81
	Left-Through		0			0	
	Through	858	2	291	1645	2	**556**
	Through-Right		1			1	
	Right	15	0	15	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	45	1	**45**
	Left-Through		0			0	
	Through	1551	2	**540**	1280	2	451
	Through-Right		1			1	
	Right	68	0	68	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	566
			East-West:	585		*East-West:*	601
			SUM:	1130		*SUM:*	1167
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.778
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.653**			**0.678**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
76	North-South Street:	Van Ness Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	81	1	81
	Left-Through		0			0	
	Through	14	0	**182**	47	0	**179**
	Through-Right		1			1	
	Right	168	0	0	132	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	322	1	**322**	360	1	**360**
	Left-Through		0			0	
	Through	194	0	228	261	0	282
	Through-Right		1			1	
	Right	34	0	0	21	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	9	1	9
	Left-Through		0			0	
	Through	1045	2	362	1838	2	**622**
	Through-Right		1			1	
	Right	40	0	40	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	70	1	**70**
	Left-Through		0			0	
	Through	1586	2	**536**	1249	2	420
	Through-Right		1			1	
	Right	23	0	23	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	504		*North-South:*	539
			East-West:	541		*East-West:*	692
			SUM:	1045		*SUM:*	1231
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.821
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.597**			**0.721**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
77	North-South Street:	Wilton Pl	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	**63**	101	1	101
	Left-Through		0			0	
	Through	235	1	191	383	1	**285**
	Through-Right		1			1	
	Right	146	0	146	186	0	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	78	1	**78**
	Left-Through		0			0	
	Through	527	1	**312**	375	1	234
	Through-Right		1			1	
	Right	96	0	96	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	88	1	**88**
	Left-Through		0			0	
	Through	1085	2	**430**	1471	2	544
	Through-Right		1			1	
	Right	204	0	204	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	**116**	80	1	80
	Left-Through		0			0	
	Through	777	2	389	1101	2	**551**
	Through-Right		0			0	
	Right	103	1	33	147	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	375		*North-South:*	363
			East-West:	546		*East-West:*	639
			SUM:	921		*SUM:*	1002
VOLUME/CAPACITY *(V/C)* RATIO:				0.614			0.668
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.514**			**0.568**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
78	North-South Street:	Western Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	108	1	108
	Left-Through		0			0	
	Through	435	2	218	628	2	**314**
	Through-Right		0			0	
	Right	68	1	19	80	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	137	253	1	**253**
	Left-Through		0			0	
	Through	766	1	**462**	548	1	305
	Through-Right		1			1	
	Right	157	0	157	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	142	243	1	**243**
	Left-Through		0			0	
	Through	992	2	**353**	1236	2	425
	Through-Right		1			1	
	Right	68	0	68	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	**99**	132	1	132
	Left-Through		0			0	
	Through	720	2	265	964	2	**372**
	Through-Right		1			1	
	Right	74	0	74	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	567
			East-West:	452		*East-West:*	615
			SUM:	1019		*SUM:*	1182
VOLUME/CAPACITY *(V/C)* RATIO:				0.741			0.860
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.641**			**0.760**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
79	North-South Street:	Highland Ave	East-West Street:	De Longpre Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	46	1	**46**
	Left-Through		0			0	
	Through	1194	2	413	995	2	388
	Through-Right		1			1	
	Right	44	0	44	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	36	1	36
	Left-Through		0			0	
	Through	1572	2	**527**	1316	2	**449**
	Through-Right		1			1	
	Right	10	0	10	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	0	**24**	28	0	28
	Left-Through		0			0	
	Through	50	0	108	196	0	**323**
	Through-Right		0			0	
	Right	34	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	134	0	134	56	0	**56**
	Left-Through		0			0	
	Through	55	0	**264**	121	0	214
	Through-Right		0			0	
	Right	75	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	538		*North-South:*	495
			East-West:	288		*East-West:*	379
			SUM:	826		*SUM:*	874
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.451**			**0.483**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
80	North-South Street:	Gardner St	East-West Street:	Fountain Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	41	0	41
	Left-Through		0			0	
	Through	146	0	226	252	0	**360**
	Through-Right		0			0	
	Right	60	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	49	69	0	**69**
	Left-Through		0			0	
	Through	215	0	**319**	200	0	313
	Through-Right		0			0	
	Right	55	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	96	1	96
	Left-Through		0			0	
	Through	731	1	388	1201	1	**622**
	Through-Right		1			1	
	Right	44	0	44	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	105	148	1	**148**
	Left-Through		0			0	
	Through	1213	1	**624**	843	1	445
	Through-Right		1			1	
	Right	35	0	35	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	339		*North-South:*	429
			East-West:	678		*East-West:*	770
			SUM:	1017		*SUM:*	1199
VOLUME/CAPACITY *(V/C)* RATIO:				0.678			0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.578**			**0.699**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
81	North-South Street:	La Brea Ave	East-West Street:	Fountain Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	126	1	**126**
	Left-Through		0			0	
	Through	810	2	285	965	2	347
	Through-Right		1			1	
	Right	44	0	44	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	73	1	73
	Left-Through		0			0	
	Through	915	2	**376**	917	2	**346**
	Through-Right		1			1	
	Right	214	0	214	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	1	**131**	165	1	**165**
	Left-Through		0			0	
	Through	581	1	350	775	1	439
	Through-Right		1			1	
	Right	118	0	118	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	115	1	115
	Left-Through		0			0	
	Through	740	0	**758**	644	0	**690**
	Through-Right		1			1	
	Right	18	0	0	46	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	472		*North-South:*	472
			East-West:	889		*East-West:*	855
			SUM:	1361		*SUM:*	1327
VOLUME/CAPACITY *(V/C)* RATIO:				0.907			0.885
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.807**			**0.785**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
82	North-South Street:	Highland Ave	East-West Street:	Fountain Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	**45**	43	1	**43**
	Left-Through		0			0	
	Through	1164	2	404	923	2	329
	Through-Right		1			1	
	Right	47	0	47	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	28	23	1	23
	Left-Through		0			0	
	Through	1446	2	**553**	1284	2	**485**
	Through-Right		1			1	
	Right	213	0	213	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	152	1	**152**
	Left-Through		0			0	
	Through	378	0	456	451	0	525
	Through-Right		1			1	
	Right	78	0	0	74	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	43	1	43
	Left-Through		0			0	
	Through	413	0	**439**	418	0	**454**
	Through-Right		1			1	
	Right	26	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	598		*North-South:*	528
			East-West:	609		*East-West:*	606
			SUM:	1207		*SUM:*	1134
VOLUME/CAPACITY *(V/C)* RATIO:				0.805			0.756
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.705**			**0.656**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
83	North-South Street:	Wilcox Ave	East-West Street:	Fountain Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	**14**	25	1	25
	Left-Through		0			0	
	Through	129	0	157	282	0	**326**
	Through-Right		1			1	
	Right	28	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	35	1	**35**
	Left-Through		0			0	
	Through	183	0	**225**	220	0	253
	Through-Right		1			1	
	Right	42	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	**25**	41	0	41
	Left-Through		1			1	
	Through	300	0	325	501	0	**542**
	Through-Right		0			0	
	Right	22	1	15	44	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	19	0	19	17	0	**17**
	Left-Through		0			0	
	Through	484	0	**537**	340	0	392
	Through-Right		0			0	
	Right	34	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	239		*North-South:*	361
			East-West:	562		*East-West:*	559
			SUM:	801		*SUM:*	920
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.613
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.434**			**0.513**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
84	North-South Street:	Cahuenga Blvd	East-West Street:	Fountain Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	28	0	28
	Left-Through		1			1	
	Through	482	0	276	697	0	**436**
	Through-Right		1			1	
	Right	22	0	276	63	0	436
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	0	18	38	0	**38**
	Left-Through		1			1	
	Through	902	0	**505**	645	0	430
	Through-Right		1			1	
	Right	72	0	505	63	0	430
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	0	**109**	108	0	108
	Left-Through		0			0	
	Through	226	0	353	502	0	**624**
	Through-Right		0			0	
	Right	18	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	38	0	38	24	0	**24**
	Left-Through		0			0	
	Through	444	0	**519**	377	0	445
	Through-Right		0			0	
	Right	37	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	474
			East-West:	628		*East-West:*	648
			SUM:	1145		*SUM:*	1122
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.748
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.648**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
85	North-South Street:	Vine St	East-West Street:	Fountain Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	58	1	58
	Left-Through		0			0	
	Through	866	1	467	1168	1	**615**
	Through-Right		1			1	
	Right	67	0	67	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	1	27	62	1	**62**
	Left-Through		0			0	
	Through	1173	1	**616**	1055	1	553
	Through-Right		1			1	
	Right	59	0	59	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	81	1	81
	Left-Through		0			0	
	Through	222	0	250	489	0	**534**
	Through-Right		1			1	
	Right	28	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	63	1	**63**
	Left-Through		0			0	
	Through	434	0	**549**	339	0	430
	Through-Right		1			1	
	Right	115	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	663		*North-South:*	677
			East-West:	600		*East-West:*	597
			SUM:	1263		*SUM:*	1274
	VOLUME/CAPACITY *(V/C)* RATIO:			0.842			0.849
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.742**			**0.749**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
86	North-South Street:	Gower St	East-West Street:	Fountain Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	44	1	44
	Left-Through		0			0	
	Through	259	0	293	534	0	**557**
	Through-Right		1			1	
	Right	34	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	84	1	**84**
	Left-Through		0			0	
	Through	430	0	**504**	452	0	520
	Through-Right		1			1	
	Right	74	0	0	68	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	0	**74**	97	0	97
	Left-Through		0			0	
	Through	193	0	294	518	0	**642**
	Through-Right		0			0	
	Right	27	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	45	0	45	39	0	**39**
	Left-Through		0			0	
	Through	484	0	**566**	356	0	445
	Through-Right		0			0	
	Right	37	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	529		*North-South:*	641
			East-West:	640		*East-West:*	681
			SUM:	1169		*SUM:*	1322
	VOLUME/CAPACITY *(V/C)* RATIO:			0.779			0.881
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.679**			**0.781**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
87	North-South Street:	Highland Ave	East-West Street:	Lexington Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	61	1	**61**
	Left-Through		0			0	
	Through	1190	2	409	972	2	370
	Through-Right		1			1	
	Right	38	0	38	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	39	1	39
	Left-Through		0			0	
	Through	1447	2	**505**	1315	2	**450**
	Through-Right		1			1	
	Right	67	0	67	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	**26**	27	0	27
	Left-Through		0			0	
	Through	53	0	118	197	0	**281**
	Through-Right		0			0	
	Right	39	0	0	57	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	52	0	52	20	0	**20**
	Left-Through		0			0	
	Through	132	0	**237**	64	0	104
	Through-Right		0			0	
	Right	53	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	511
			East-West:	263		*East-West:*	301
			SUM:	788		*SUM:*	812
VOLUME/CAPACITY *(V/C)* RATIO:				0.525			0.541
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.425**			**0.441**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
88	North-South Street:	Fairfax Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	99	1	99
	Left-Through		0			0	
	Through	679	2	340	844	2	**422**
	Through-Right		0			0	
	Right	87	1	0	159	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	77	1	**77**
	Left-Through		0			0	
	Through	930	1	**507**	677	1	392
	Through-Right		1			1	
	Right	84	0	84	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	245	1	245
	Left-Through		0			0	
	Through	354	1	204	1012	1	**537**
	Through-Right		1			1	
	Right	54	0	54	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	273	155	1	**155**
	Left-Through		0			0	
	Through	967	1	**510**	731	1	413
	Through-Right		1			1	
	Right	53	0	53	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	499
			East-West:	605		*East-West:*	692
			SUM:	1210		*SUM:*	1191
VOLUME/CAPACITY *(V/C)* RATIO:				0.880			0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.810**			**0.796**
LEVEL OF SERVICE (LOS):				**D**			**C**

** Signal synchronization at intersections in West Hollywood jurisdiction*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gardner St East-West Street: Santa Monica Blvd
Scenario: Existing Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2? *			1			1
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	**12**	33	1	**33**
	Left-Through		0			0	
	Through	79	0	112	157	0	195
	Through-Right		1			1	
	Right	33	0	0	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	61	1	61
	Left-Through		0			0	
	Through	221	0	**294**	177	0	**251**
	Through-Right		1			1	
	Right	73	0	0	74	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	120	1	120
	Left-Through		0			0	
	Through	594	1	304	1153	1	**603**
	Through-Right		1			1	
	Right	14	0	14	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	42	1	**42**
	Left-Through		0			0	
	Through	1189	1	**621**	959	1	521
	Through-Right		1			1	
	Right	53	0	53	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	306		*North-South:*	284
			East-West:	691		*East-West:*	645
			SUM:	997		*SUM:*	929
	VOLUME/CAPACITY *(V/C)* RATIO:			0.665			0.619
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.595**			**0.549**
	LEVEL OF SERVICE (LOS):			**A**			**A**

** Signal synchronization at intersections in West Hollywood jurisdiction*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
90	North-South Street:	Formosa Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	**60**	118	0	**118**
	Left-Through		1			1	
	Through	8	0	68	29	0	147
	Through-Right		0			0	
	Right	26	1	0	116	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	12	0	12
	Left-Through		0			0	
	Through	48	0	**154**	55	0	**157**
	Through-Right		0			0	
	Right	97	0	0	90	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	35	1	35
	Left-Through		0			0	
	Through	824	1	447	1246	1	**678**
	Through-Right		1			1	
	Right	69	0	69	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	84	1	**84**
	Left-Through		0			0	
	Through	1256	1	**635**	928	1	472
	Through-Right		1			1	
	Right	14	0	14	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	214		*North-South:*	275
			East-West:	652		*East-West:*	762
			SUM:	866		*SUM:*	1037
VOLUME/CAPACITY *(V/C)* RATIO:				0.608			0.728
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.538**			**0.658**
LEVEL OF SERVICE (LOS):				**A**			**B**

** Signal synchronization at intersections in West Hollywood jurisdiction*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
91	North-South Street:	La Brea Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	**101**	103	1	103
	Left-Through		0			0	
	Through	681	2	254	919	2	**351**
	Through-Right		1			1	
	Right	82	0	82	135	0	135
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	91	1	**91**
	Left-Through		0			0	
	Through	1042	2	**396**	874	2	337
	Through-Right		1			1	
	Right	145	0	145	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	89	1	**89**	171	1	171
	Left-Through		0			0	
	Through	614	1	341	961	1	**542**
	Through-Right		1			1	
	Right	68	0	68	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	145	1	**145**
	Left-Through		0			0	
	Through	978	1	**522**	722	1	399
	Through-Right		1			1	
	Right	66	0	66	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	497		*North-South:*	442
			East-West:	611		*East-West:*	687
			SUM:	1108		*SUM:*	1129
VOLUME/CAPACITY *(V/C)* RATIO:				0.806			0.821
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.751**
LEVEL OF SERVICE (LOS):				**C**			**C**

** Signal synchronization at intersections in West Hollywood jurisdiction*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
92	North-South Street:	Highland Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	**38**	61	1	**61**
	Left-Through		0			0	
	Through	1088	3	363	916	3	305
	Through-Right		0			0	
	Right	93	1	0	219	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	80	1	80
	Left-Through		0			0	
	Through	1288	2	**494**	1154	2	**427**
	Through-Right		1			1	
	Right	193	0	193	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	146	1	146
	Left-Through		0			0	
	Through	827	1	432	1149	1	**595**
	Through-Right		1			1	
	Right	37	0	37	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	201	144	1	**144**
	Left-Through		0			0	
	Through	1070	1	**554**	919	1	499
	Through-Right		1			1	
	Right	37	0	37	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	488
			East-West:	660		*East-West:*	739
			SUM:	1192		*SUM:*	1227
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.861
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.761**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
93	North-South Street:	Las Palmas Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	38	0	38
	Left-Through		0			0	
	Through	53	0	98	133	0	**257**
	Through-Right		0			0	
	Right	19	0	0	86	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	49	49	0	**49**
	Left-Through		0			0	
	Through	77	0	**191**	78	0	177
	Through-Right		0			0	
	Right	65	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	76	1	76
	Left-Through		0			0	
	Through	923	1	478	1284	1	**668**
	Through-Right		1			1	
	Right	32	0	32	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	98	1	**98**
	Left-Through		0			0	
	Through	1247	1	**645**	1003	1	542
	Through-Right		1			1	
	Right	42	0	42	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	306
			East-West:	676		*East-West:*	766
			SUM:	893		*SUM:*	1072
VOLUME/CAPACITY *(V/C)* RATIO:				0.595			0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.495**			**0.615**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
94	North-South Street:	Wilcox Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	**23**	17	0	**17**
	Left-Through		0			0	
	Through	85	0	132	177	0	213
	Through-Right		0			0	
	Right	24	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	43	0	43
	Left-Through		0			0	
	Through	127	0	**256**	174	0	**284**
	Through-Right		0			0	
	Right	85	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	68	1	68
	Left-Through		0			0	
	Through	801	1	409	1265	1	**650**
	Through-Right		1			1	
	Right	17	0	17	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	19	1	**19**
	Left-Through		0			0	
	Through	1434	1	**727**	1143	1	594
	Through-Right		1			1	
	Right	20	0	20	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	279		*North-South:*	301
			East-West:	757		*East-West:*	669
			SUM:	1036		*SUM:*	970
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.647
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.547**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
95	North-South Street:	Cahuenga Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	0	**24**	34	0	**34**
	Left-Through		1			1	
	Through	383	0	248	571	0	372
	Through-Right		1			1	
	Right	16	0	248	37	0	372
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	0	23	39	0	39
	Left-Through		1			1	
	Through	719	0	**471**	638	0	**447**
	Through-Right		1			1	
	Right	177	0	471	99	0	447
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	0	**68**	116	0	116
	Left-Through		1			1	
	Through	753	1	581	1204	1	**950**
	Through-Right		0			0	
	Right	44	1	44	41	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	1	62	42	1	**42**
	Left-Through		0			0	
	Through	1267	1	**647**	1139	1	596
	Through-Right		1			1	
	Right	27	0	27	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	481
			East-West:	715		*East-West:*	992
			SUM:	1210		*SUM:*	1473
VOLUME/CAPACITY *(V/C)* RATIO:				0.807			0.982
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.707**			**0.882**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
96	North-South Street:	Vine St	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0	
	EB -- 0	WB --	0	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	74	1	74
	Left-Through		0			0	
	Through	956	2	478	1197	2	**599**
	Through-Right		0			0	
	Right	89	1	22	84	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	67	1	**67**
	Left-Through		0			0	
	Through	1151	1	**643**	1020	1	553
	Through-Right		1			1	
	Right	135	0	135	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	96	1	96
	Left-Through		0			0	
	Through	738	1	401	1154	1	**604**
	Through-Right		1			1	
	Right	64	0	64	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	135	83	1	**83**
	Left-Through		0			0	
	Through	1227	1	**635**	948	1	514
	Through-Right		1			1	
	Right	42	0	42	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	723		*North-South:*	666
			East-West:	696		*East-West:*	687
			SUM:	1419		*SUM:*	1353
VOLUME/CAPACITY *(V/C)* RATIO:				0.946			0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.846**			**0.802**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
97	North-South Street:	Gower St	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	36	1	36
	Left-Through		0			0	
	Through	241	0	295	460	0	**541**
	Through-Right		1			1	
	Right	54	0	0	81	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	71	54	1	**54**
	Left-Through		0			0	
	Through	458	0	**492**	353	0	397
	Through-Right		1			1	
	Right	34	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	80	1	80
	Left-Through		0			0	
	Through	816	1	424	1213	1	**620**
	Through-Right		1			1	
	Right	32	0	32	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	191	1	191	91	1	**91**
	Left-Through		0			0	
	Through	1337	1	**686**	1170	1	616
	Through-Right		1			1	
	Right	35	0	35	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	519		*North-South:*	595
			East-West:	726		*East-West:*	711
			SUM:	1245		*SUM:*	1306
VOLUME/CAPACITY *(V/C)* RATIO:				0.830			0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.730**			**0.771**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
98	North-South Street:	Bronson Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	7	0	7
	Left-Through		0			0	
	Through	5	0	**16**	10	0	**25**
	Through-Right		0			0	
	Right	3	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	118	1	118
	Left-Through		0			0	
	Through	16	0	**162**	9	0	**123**
	Through-Right		1			1	
	Right	146	0	0	114	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	**69**	92	1	**92**
	Left-Through		0			0	
	Through	899	1	451	1137	1	582
	Through-Right		1			1	
	Right	3	0	3	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	28	1	28
	Left-Through		0			0	
	Through	1352	1	**704**	1197	1	**620**
	Through-Right		1			1	
	Right	56	0	56	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	178		*North-South:*	148
			East-West:	773		*East-West:*	712
			SUM:	951		*SUM:*	860
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.604
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.567**			**0.504**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
99	North-South Street:	Van Ness Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	272	0	374	442	0	**538**
	Through-Right		1			1	
	Right	102	0	0	96	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	446	0	**547**	401	0	478
	Through-Right		1			1	
	Right	101	0	0	77	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	51	1	51
	Left-Through		0			0	
	Through	831	1	485	1108	1	**609**
	Through-Right		1			1	
	Right	139	0	139	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	27	1	**27**
	Left-Through		0			0	
	Through	1270	1	**648**	1084	1	557
	Through-Right		1			1	
	Right	25	0	25	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	538
			East-West:	678		*East-West:*	636
			SUM:	1225		*SUM:*	1174
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.783
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.717**			**0.683**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
100	North-South Street:	Wilton Pl	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	769	1	414	810	1	**440**
	Through-Right		1			1	
	Right	58	0	58	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	807	1	**440**	652	1	336
	Through-Right		1			1	
	Right	73	0	73	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	60	1	60
	Left-Through		0			0	
	Through	787	1	426	1029	1	**548**
	Through-Right		1			1	
	Right	65	0	65	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	91	1	**91**
	Left-Through		0			0	
	Through	992	1	**502**	1020	1	527
	Through-Right		1			1	
	Right	12	0	12	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	440
			East-West:	539		*East-West:*	639
			SUM:	979		*SUM:*	1079
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.719
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.619**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:					
101	PROJECT TITLE:	Crossroads Hollywood			
	North-South Street:	Western Ave	East-West Street:	Santa Monica Blvd	
	Scenario:	Existing Conditions			
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date:	5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	62	1	**62**
	Left-Through		0			0	
	Through	794	2	397	874	2	437
	Through-Right		0			0	
	Right	120	1	29	229	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	95	1	95	73	1	73
	Left-Through		0			0	
	Through	941	1	**532**	951	1	**506**
	Through-Right		1			1	
	Right	122	0	122	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	88	1	88
	Left-Through		0			0	
	Through	751	2	376	947	2	**474**
	Through-Right		0			0	
	Right	64	1	0	63	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	176	1	**176**
	Left-Through		0			0	
	Through	980	1	**507**	989	1	527
	Through-Right		1			1	
	Right	33	0	33	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	618		*North-South:*	568
			East-West:	559		*East-West:*	650
			SUM:	1177		*SUM:*	1218
VOLUME/CAPACITY *(V/C)* RATIO:				0.856			0.886
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.756**			**0.786**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
102	North-South Street:	US-101 SB On-ramp	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	0	92	108	0	108
	Left-Through		0			0	
	Through	23	0	**125**	34	0	**157**
	Through-Right		0			0	
	Right	10	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	11	0	**11**
	Left-Through		1			1	
	Through	724	1	380	892	1	479
	Through-Right		0			0	
	Right	373	1	373	339	1	339
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	51	46	1	46
	Left-Through		0			0	
	Through	1097	1	**570**	1203	1	**637**
	Through-Right		1			1	
	Right	42	0	42	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	125		*North-South:*	157
			East-West:	576		*East-West:*	648
			SUM:	701		*SUM:*	805
VOLUME/CAPACITY *(V/C)* RATIO:				0.467			0.537
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.367**			**0.437**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
103	North-South Street:	US-101 NB Off-ramp	East-West Street:	Santa Monica Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	448	1	**263**	512	1	**335**
	Left-Through		0			0	
	Through	33	0	263	103	0	335
	Through-Right		0			0	
	Right	44	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	23	0	23
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	59	0	**79**	55	0	**78**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	9	1	**9**	19	1	19
	Left-Through		0			0	
	Through	786	2	393	966	2	**483**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	780	1	**408**	744	1	390
	Through-Right		1			1	
	Right	36	0	36	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	342		*North-South:*	413
			East-West:	417		*East-West:*	483
			SUM:	759		*SUM:*	896
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.629
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.433**			**0.529**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
104	North-South Street:	Highland Ave	East-West Street:	Willoughby Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	53	1	**53**
	Left-Through		0			0	
	Through	1192	2	408	1128	2	389
	Through-Right		1			1	
	Right	33	0	33	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	32	64	1	64
	Left-Through		0			0	
	Through	1440	2	**508**	1324	2	**462**
	Through-Right		1			1	
	Right	85	0	85	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	0	**74**	119	0	119
	Left-Through		0			0	
	Through	91	0	213	307	0	**526**
	Through-Right		0			0	
	Right	48	0	0	100	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	100	0	100	60	0	**60**
	Left-Through		0			0	
	Through	308	0	**456**	144	0	249
	Through-Right		0			0	
	Right	48	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	515
			East-West:	530		*East-West:*	586
			SUM:	1091		*SUM:*	1101
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.734
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.627**			**0.634**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:				
105	PROJECT TITLE:	Crossroads Hollywood		
	North-South Street:	La Brea Ave	East-West Street:	Melrose Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	97	1	97
	Left-Through		0			0	
	Through	1100	2	406	1297	2	**469**
	Through-Right		1			1	
	Right	117	0	117	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	48	40	1	**40**
	Left-Through		0			0	
	Through	1080	2	**417**	1032	2	376
	Through-Right		1			1	
	Right	170	0	170	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	73	1	73	112	1	112
	Left-Through		0			0	
	Through	874	1	**505**	954	1	**534**
	Through-Right		1			1	
	Right	135	0	135	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	212	1	**212**	187	1	**187**
	Left-Through		0			0	
	Through	1241	1	642	868	1	469
	Through-Right		1			1	
	Right	42	0	42	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	491		*North-South:*	509
			East-West:	717		*East-West:*	721
			SUM:	1208		*SUM:*	1230
VOLUME/CAPACITY *(V/C)* RATIO:				0.848			0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.748**			**0.763**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
106	North-South Street:	Highland Ave	East-West Street:	Melrose Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	1	0	1
	Left-Through		1			1	
	Through	1137	0	**641**	1067	0	**624**
	Through-Right		1			1	
	Right	138	0	641	174	0	624
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	90	1	**90**
	Left-Through		0			0	
	Through	1175	2	588	1250	2	625
	Through-Right		0			0	
	Right	391	1	215	152	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**176**	129	1	129
	Left-Through		0			0	
	Through	922	1	475	1094	1	**560**
	Through-Right		1			1	
	Right	28	0	28	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	1	259	256	1	**256**
	Left-Through		0			0	
	Through	1256	1	**645**	953	1	505
	Through-Right		1			1	
	Right	33	0	33	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	716		*North-South:*	714
			East-West:	821		*East-West:*	816
			SUM:	1537		*SUM:*	1530
VOLUME/CAPACITY *(V/C)* RATIO:				1.079			1.074
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.979**			**0.974**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
107	North-South Street:	Vine St	East-West Street:	Melrose Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	99	1	99
	Left-Through		0			0	
	Through	1040	1	550	1164	1	**608**
	Through-Right		1			1	
	Right	60	0	60	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	93	83	1	**83**
	Left-Through		0			0	
	Through	1065	1	**583**	962	1	522
	Through-Right		1			1	
	Right	101	0	101	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	81	1	81
	Left-Through		0			0	
	Through	1022	1	539	1251	1	**669**
	Through-Right		1			1	
	Right	55	0	55	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	49	1	**49**
	Left-Through		0			0	
	Through	1091	1	**583**	1018	1	559
	Through-Right		1			1	
	Right	74	0	74	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	693		*North-South:*	691
			East-West:	636		*East-West:*	718
			SUM:	1329		*SUM:*	1409
	VOLUME/CAPACITY *(V/C)* RATIO:			0.886			0.939
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.786**			**0.839**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
108	North-South Street:	Gower	East-West Street:	Melrose Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	336	1	**336**	480	1	**480**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	248	1	171	247	1	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	1	**154**	211	1	**211**
	Left-Through		0			0	
	Through	933	2	467	1152	2	576
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1109	1	**682**	965	1	**624**
	Through-Right		1			1	
	Right	255	0	255	282	0	282
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	336		*North-South:*	480
			East-West:	836		*East-West:*	835
			SUM:	1172		*SUM:*	1315
	VOLUME/CAPACITY *(V/C)* RATIO:			0.822			0.923
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.722**			**0.823**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
109	North-South Street:	Western Ave	East-West Street:	Melrose Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0		NB -- 0	SB --	0
	EB -- 0	WB --	0		EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2				2
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	62	1	**62**
	Left-Through		0			0	
	Through	1121	1	609	1036	1	563
	Through-Right		1			1	
	Right	97	0	97	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	76	90	1	90
	Left-Through		0			0	
	Through	1089	1	**617**	1118	1	**616**
	Through-Right		1			1	
	Right	145	0	145	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	**65**	120	1	120
	Left-Through		0			0	
	Through	1005	1	543	1128	1	**607**
	Through-Right		1			1	
	Right	81	0	81	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	68	1	**68**
	Left-Through		0			0	
	Through	1133	1	**585**	931	1	497
	Through-Right		1			1	
	Right	37	0	37	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	705		*North-South:*	678
			East-West:	650		*East-West:*	675
			SUM:	1355		*SUM:*	1353
VOLUME/CAPACITY *(V/C)* RATIO:				0.903			0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.803**			**0.802**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
110	North-South Street:	Highland Ave	East-West Street:	Rosewood Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	**28**	31	0	**31**
	Left-Through		1			1	
	Through	1382	0	803	1267	0	762
	Through-Right		1			1	
	Right	56	0	803	71	0	762
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	0	5	17	0	17
	Left-Through		1			1	
	Through	1542	0	**802**	1442	0	**783**
	Through-Right		1			1	
	Right	31	0	802	21	0	783
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	0	**29**	35	0	35
	Left-Through		0			0	
	Through	33	0	89	179	0	**235**
	Through-Right		0			0	
	Right	27	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	54	0	54	27	0	**27**
	Left-Through		0			0	
	Through	55	0	**115**	12	0	40
	Through-Right		0			0	
	Right	6	0	0	1	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	814
			East-West:	144		*East-West:*	262
			SUM:	974		*SUM:*	1076
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.717
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.549**			**0.617**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
111	North-South Street:	Highland Ave	East-West Street:	Beverly Blvd
	Scenario:	Existing Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB* -- 0	*SB* --	0	*NB* -- 0	*SB* --	0
	EB -- 0	*WB* --	0	*EB* -- 0	*WB* --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**0**	3	0	0
	Left-Through		0			0	
	Through	1352	1	728	1267	1	**701**
	Through-Right		1			1	
	Right	103	0	103	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	0	2	0	**0**
	Left-Through		0			0	
	Through	1346	1	**758**	1276	1	690
	Through-Right		1			1	
	Right	170	0	170	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	1	**133**	119	1	119
	Left-Through		0			0	
	Through	970	1	501	1362	1	**685**
	Through-Right		1			1	
	Right	32	0	32	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	88	1	**88**
	Left-Through		0			0	
	Through	1188	1	**606**	1119	1	578
	Through-Right		1			1	
	Right	23	0	23	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	758		*North-South:*	701
			East-West:	739		*East-West:*	773
			SUM:	1497		*SUM:*	1474
VOLUME/CAPACITY *(V/C)* RATIO:				1.051			1.034
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.951**			**0.934**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
1	North-South Street:	Cahuenga Blvd East	East-West Street:	Pilgrimage Bridge
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	66	0	66
	Left-Through		1			1	
	Through	1238	2	**421**	2371	2	**812**
	Through-Right		0			0	
	Right	14	1	14	5	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	0	138	272	0	272
	Left-Through		1			1	
	Through	8	0	146	4	0	**276**
	Through-Right		0			0	
	Right	575	1	**575**	218	1	218
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	**3**	10	0	**10**
	Left-Through		1			1	
	Through	1	0	4	3	0	13
	Through-Right		0			0	
	Right	3	1	3	6	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	421		*North-South:*	812
			East-West:	578		*East-West:*	286
			SUM:	999		*SUM:*	1098
VOLUME/CAPACITY *(V/C)* RATIO:				0.666			0.732
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.566**			**0.632**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
2	North-South Street:	Highland Ave / US 101 I	East-West Street:	Pat Moore Wy / Hollywood Bowl R
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	15	0	**15**
	Left-Through		1			1	
	Through	2375	2	651	2498	2	677
	Through-Right		1			1	
	Right	170	0	651	118	0	677
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	152	1	152
	Left-Through		0			0	
	Through	2234	3	**745**	2660	3	**887**
	Through-Right		0			0	
	Right	6	1	6	14	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	13	0	**13**
	Left-Through		1			1	
	Through	2	1	**1**	8	1	8
	Through-Right		0			0	
	Right	2	2	1	8	2	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	755		*North-South:*	902
			East-West:	1		*East-West:*	13
			SUM:	756		*SUM:*	915
	VOLUME/CAPACITY *(V/C)* RATIO:			0.531			0.642
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.431**			**0.542**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
3	North-South Street:	US-101 NB Off-ramp	East-West Street:	Cahuenga Blvd	
	Scenario:	Existing with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	102	0	102
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	0	**68**	4	0	**106**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	611	1	611	233	1	233
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1287	2	**644**	2417	2	**1209**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	68		*North-South:*	106
			East-West:	644		*East-West:*	1209
			SUM:	712		*SUM:*	1315
VOLUME/CAPACITY *(V/C)* RATIO:				0.475			0.877
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.375**			**0.777**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
4	North-South Street:	Highland Ave	East-West Street:	Odin St
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	2429	3	**810**	2606	3	**869**
	Through-Right		0			0	
	Right	221	1	27	299	1	247
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	1	**7**	21	1	**21**
	Left-Through		0			0	
	Through	2302	2	768	2612	2	871
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	2	0	**2**
	Left-Through		1			1	
	Through	7	1	**5**	2	1	2
	Through-Right		0			0	
	Right	2	1	2	2	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	**194**	52	1	**52**
	Left-Through		0			0	
	Through	7	1	7	1	1	1
	Through-Right		0			0	
	Right	18	1	15	18	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	817		*North-South:*	890
			East-West:	199		*East-West:*	54
			SUM:	1016		*SUM:*	944
VOLUME/CAPACITY *(V/C)* RATIO:				0.739			0.687
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.639**			**0.587**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
5	North-South Street:	Odin St	East-West Street:	Cahuenga Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	**116**	268	1	**177**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	47	0	116	86	0	177
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	604	0	**621**	235	0	236
	Through-Right		1			1	
	Right	17	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	**16**	23	1	23
	Left-Through		0			0	
	Through	1082	1	541	2160	1	**1080**
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	116		*North-South:*	177
			East-West:	637		*East-West:*	1080
			SUM:	753		*SUM:*	1257
	VOLUME/CAPACITY *(V/C)* RATIO:			0.528			0.882
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.428**			**0.782**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
6	North-South Street:	Highland Ave	East-West Street:	Camrose Dr / Milner Rd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	29	1	29
	Left-Through		0			0	
	Through	2527	2	**848**	2718	2	**914**
	Through-Right		1			1	
	Right	16	0	16	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	8	1	**8**
	Left-Through		0			0	
	Through	2395	2	804	2327	2	837
	Through-Right		1			1	
	Right	16	0	16	185	0	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	0	**108**	130	0	**130**
	Left-Through		0			0	
	Through	2	0	130	3	0	154
	Through-Right		0			0	
	Right	20	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	21	0	21	19	0	19
	Left-Through		0			0	
	Through	35	0	**80**	9	0	**44**
	Through-Right		0			0	
	Right	24	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	863		*North-South:*	922
			East-West:	188		*East-West:*	174
			SUM:	1051		*SUM:*	1096
	VOLUME/CAPACITY *(V/C)* RATIO:			0.701			0.731
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.601**			**0.631**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
7	North-South Street:	Cahuenga Blvd	East-West Street:	US-101 NB Off-ramp
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	996	2	**498**	2106	2	**1053**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	791	2	396	280	2	140
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	1	**182**	70	1	70
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	30	0	182	77	0	**77**
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	498		*North-South:*	1053
			East-West:	182		*East-West:*	77
			SUM:	680		*SUM:*	1130
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.353**			**0.653**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
8	North-South Street:	La Brea Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		0	NB -- 3	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**	21	1	21
	Left-Through		0			0	
	Through	65	1	65	158	1	**158**
	Through-Right		0			0	
	Right	901	2	0	457	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	51	0	**88**	57	0	100
	Through-Right		1			1	
	Right	37	0	0	43	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	82	1	82
	Left-Through		0			0	
	Through	224	2	**112**	150	2	75
	Through-Right		0			0	
	Right	65	1	49	103	1	**93**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1296	2	**713**	986	2	**542**
	Left-Through		0			0	
	Through	97	1	97	109	1	109
	Through-Right		0			0	
	Right	41	1	41	52	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	120		*North-South:*	158
			East-West:	825		*East-West:*	635
			SUM:	945		*SUM:*	793
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.556
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.563**			**0.456**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
9	North-South Street:	Outpost Dr	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	0	116	65	0	65
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	303	0	**419**	66	0	**131**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	44	0	44	65	0	65
	Left-Through		1			1	
	Through	1140	1	**702**	1123	1	**757**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1121	1	581	971	1	522
	Through-Right		1			1	
	Right	41	0	41	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	131
			East-West:	702		*East-West:*	757
			SUM:	1121		*SUM:*	888
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.592
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**			**0.492**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
10	North-South Street:	Orange Dr	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	56	0	56
	Left-Through		0			0	
	Through	2	0	**89**	10	0	**286**
	Through-Right		0			0	
	Right	68	0	0	220	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	**4**	2	0	**2**
	Left-Through		0			0	
	Through	1	0	6	3	0	12
	Through-Right		0			0	
	Right	1	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	0	0	**0**
	Left-Through		1			1	
	Through	1160	0	596	800	0	413
	Through-Right		1			1	
	Right	20	0	596	25	0	413
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	0	48	71	0	71
	Left-Through		1			1	
	Through	1284	0	**789**	1105	0	**712**
	Through-Right		1			1	
	Right	6	0	789	35	0	712
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	93		*North-South:*	288
			East-West:	791		*East-West:*	712
			SUM:	884		*SUM:*	1000
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.667
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.489**			**0.567**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
11	North-South Street:	Orchid Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**5**	3	0	3
	Left-Through		0			0	
	Through	4	0	31	10	0	**41**
	Through-Right		0			0	
	Right	22	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	19	0	**19**
	Left-Through		0			0	
	Through	3	0	**39**	1	0	47
	Through-Right		0			0	
	Right	23	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	0	**19**	17	0	**17**
	Left-Through		1			1	
	Through	1185	0	655	952	0	536
	Through-Right		1			1	
	Right	11	0	655	17	0	536
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	0	8	14	0	14
	Left-Through		1			1	
	Through	1367	0	**709**	1155	0	**610**
	Through-Right		1			1	
	Right	2	0	709	8	0	610
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	60
			East-West:	728		*East-West:*	627
			SUM:	772		*SUM:*	687
VOLUME/CAPACITY *(V/C)* RATIO:				0.515			0.458
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.415**			**0.358**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
12	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (South)	
	Scenario:	Existing with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	1	EB -- 0	WB --	1
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1499	2	506	1621	2	547
	Through-Right		1			1	
	Right	18	0	18	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1756	3	585	1574	3	525
	Through-Right		0			0	
	Right	1437	1	**1160**	994	1	**730**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1107	1	**555**	1050	1	**529**
	Left-Through		1			1	
	Through	3	0	555	8	0	529
	Through-Right		0			0	
	Right	39	1	39	84	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	11	1	**11**	55	1	**55**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1160		*North-South:*	730
			East-West:	566		*East-West:*	584
			SUM:	1726		*SUM:*	1314
	VOLUME/CAPACITY *(V/C)* RATIO:			1.151			0.876
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.051**			**0.776**
	LEVEL OF SERVICE (LOS):			**F**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
13	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (North)
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2611	3	**870**	2191	3	**730**
	Through-Right		0			0	
	Right	131	1	0	248	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	154	1	**154**
	Left-Through		0			0	
	Through	2257	3	752	2229	3	743
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	869	2	**478**	494	2	272
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	144	1	69	570	1	**416**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	945		*North-South:*	884
			East-West:	478		*East-West:*	416
			SUM:	1423		*SUM:*	1300
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.912
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.899**			**0.812**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
14	North-South Street:	Whitley Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB* -- 0	*SB* --	0	*NB* -- 0	*SB* --	0
	EB -- 0	*WB* --	0	*EB* -- 0	*WB* --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	87	0	87
	Left-Through		0			0	
	Through	10	0	**82**	25	0	**184**
	Through-Right		0			0	
	Right	40	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	**33**	28	0	**28**
	Left-Through		0			0	
	Through	15	0	75	14	0	64
	Through-Right		0			0	
	Right	27	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	15	0	**15**	11	0	**11**
	Left-Through		0			0	
	Through	277	0	315	346	0	396
	Through-Right		0			0	
	Right	23	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	47	0	47	44	0	44
	Left-Through		0			0	
	Through	914	0	**972**	766	0	**836**
	Through-Right		0			0	
	Right	11	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	212
			East-West:	987		*East-West:*	847
			SUM:	1102		*SUM:*	1059
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.706
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.606**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
15	North-South Street:	Wilcox Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB* -- 0	*SB* --	0	*NB* -- 0	*SB* --	0
	EB -- 0	*WB* --	0	*EB* -- 0	*WB* --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	**36**	79	0	**79**
	Left-Through		0			0	
	Through	12	0	149	31	0	295
	Through-Right		0			0	
	Right	101	0	0	185	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	8	0	8	18	0	18
	Left-Through		0			0	
	Through	301	0	**563**	211	0	**411**
	Through-Right		0			0	
	Right	254	0	0	182	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	7	0	7
	Left-Through		0			0	
	Through	313	0	336	465	0	**501**
	Through-Right		0			0	
	Right	21	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	151	1	151	35	1	**35**
	Left-Through		0			0	
	Through	724	0	**730**	512	0	518
	Through-Right		1			1	
	Right	6	0	0	6	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	599		*North-South:*	490
			East-West:	732		*East-West:*	536
			SUM:	1331		*SUM:*	1026
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			0.684
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.787**			**0.584**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

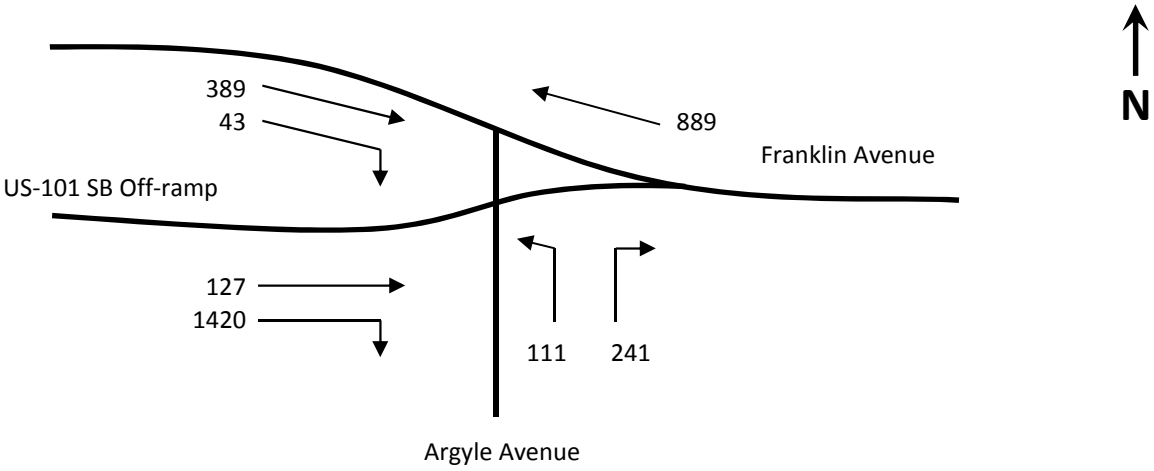
I/S #:	PROJECT TITLE:	Crossroads Hollywood		
16	North-South Street:	Cahuenga Blvd	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	39	1	39
	Left-Through		0			0	
	Through	761	2	381	1534	2	**767**
	Through-Right		0			0	
	Right	55	1	0	92	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	65	1	**65**
	Left-Through		0			0	
	Through	1328	2	**664**	641	2	321
	Through-Right		0			0	
	Right	79	1	18	17	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	**122**	167	1	**167**
	Left-Through		0			0	
	Through	271	0	305	430	1	243
	Through-Right		1			1	
	Right	34	0	0	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	199	1	199	80	1	80
	Left-Through		0			0	
	Through	735	1	**735**	450	1	**450**
	Through-Right		0			0	
	Right	153	1	109	481	1	449
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	692		*North-South:*	832
			East-West:	857		*East-West:*	617
			SUM:	1549		*SUM:*	1449
VOLUME/CAPACITY *(V/C)* RATIO:				1.033			0.966
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.933**			**0.866**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Project Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{889}{2} = 445$ or

Eastbound Through (Franklin): $\frac{389}{2} = 195$ or

Eastbound Through (US-101): 127

Critical Volume #1 (CV1): **445**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{111 + 241}{2} = \frac{352}{2} = 176$ or

Northbound Right: 241 or

Eastbound Right (Franklin): 43

Critical Volume #2 (CV2): **176**

Critical Volume: 445 + 176 = **621**

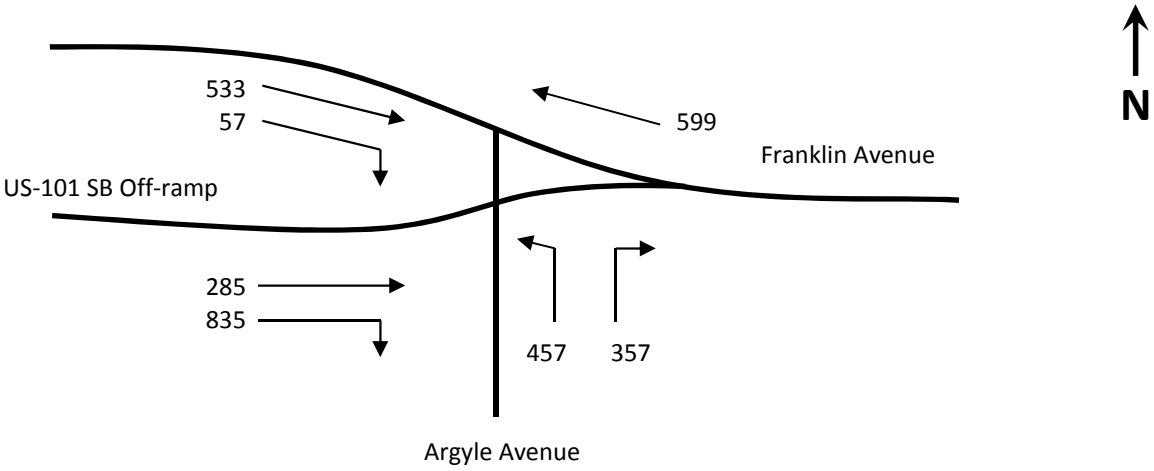
Intersection V/C: $\frac{621}{1500} =$ **0.414**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.314** **Intersection LOS:** **A**

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Project Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{599}{2} = 300$ or

Eastbound Through (Franklin): $\frac{533}{2} = 267$ or

Eastbound Through (US-101): 285

Critical Volume #1 (CV1): **300**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{457 + 357}{2} = \frac{814}{2} = 407$ or

Northbound Right: 357 or

Eastbound Right (Franklin): 57

Critical Volume #2 (CV2): **407**

Critical Volume: 300 + 407 = **707**

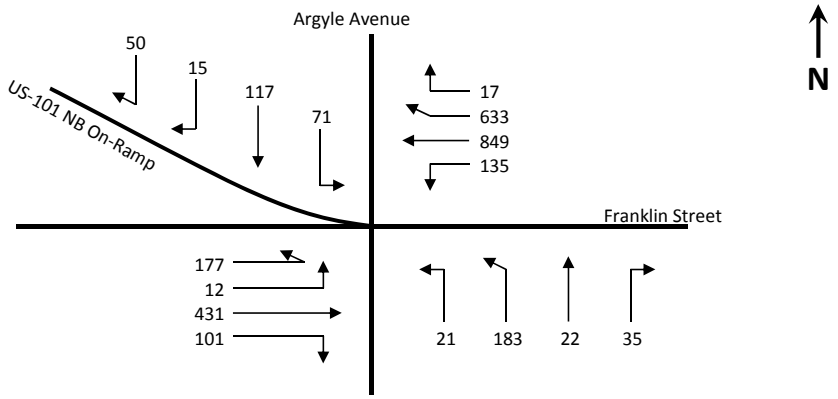
Intersection V/C: $\frac{707}{1500} =$ **0.471**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.371** **Intersection LOS:** **A**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Project Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

177 + 12 = 189 and

Westbound Throughs + Rights:

$$\frac{849 + 633}{2} + 17$$

$$= \frac{1499}{2} = 750 \quad \text{or}$$

Westbound Rights: 633 + 17 = 650 or

Westbound Lefts: 135 and

Eastbound Throughs: $\frac{431}{2} = 216$ or

Eastbound Rights: 101

Critical Volume #1 (CV1): **939**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{21 + 183}{2} + 22 = \frac{226}{2} = 113 \quad \text{or}$$

Northbound Rights: 35 - 0.5*WBL = 0

Critical Volume #2 (CV2): **113**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 71 or

Southbound Throughs + Rights:

$$\frac{117 + 15}{2} + 50 = \frac{182}{2} = 91 \quad \text{or}$$

Southbound Rights: 15 + 50 = 65

Critical Volume #3 (CV3): **91**

Critical Volume: 939 + 113 + 91 = **1143**

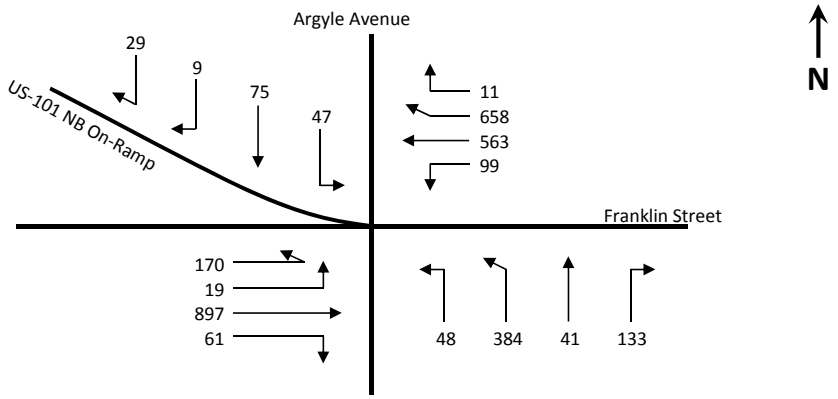
Intersection V/C: $\frac{1143}{1375} = \mathbf{0.831}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.731 **Intersection LOS: C**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Project Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

170 + 19 = 189 and

Westbound Throughs + Rights:

$$\frac{563 + \frac{658}{2} + 11}{} = \frac{1232}{2} = 616 \quad \text{or}$$

Westbound Rights: 658 + 11 = 669 or

Westbound Lefts: 99 and

Eastbound Throughs: $\frac{897}{2} = 449$ or

Eastbound Rights: 61

Critical Volume #1 (CV1): **858**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{48 + \frac{384}{2} + 41}{} = \frac{473}{2} = 237 \quad \text{or}$$

Northbound Rights: 133 - 0.5*WBL = 83

Critical Volume #2 (CV2): **237**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 47 or

Southbound Throughs + Rights:

$$\frac{75 + \frac{9}{2} + 29}{} = \frac{113}{2} = 57 \quad \text{or}$$

Southbound Rights: 9 + 29 = 38

Critical Volume #3 (CV3): **57**

Critical Volume: 858 + 237 + 57 = **1152**

Intersection V/C: $\frac{1152}{1375} = \mathbf{0.838}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.738** **Intersection LOS:** **C**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
19	North-South Street:	Gower St	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 / EB -- 0		SB -- / WB --	0 / 0	NB -- 0 / EB -- 0		SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	157	396	1	267
	Left-Through		1			1	
	Through	63	0	157	138	0	267
	Through-Right		0			0	
	Right	278	1	**179**	462	1	**405**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	0	18	20	0	20
	Left-Through		0			0	
	Through	146	0	**214**	94	0	**128**
	Through-Right		0			0	
	Right	50	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	9	1	**9**	15	1	15
	Left-Through		0			0	
	Through	489	1	273	942	1	**495**
	Through-Right		1			1	
	Right	57	0	57	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	1	198	114	1	**114**
	Left-Through		0			0	
	Through	1238	1	**622**	904	1	461
	Through-Right		1			1	
	Right	5	0	5	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	393		*North-South:*	533
			East-West:	631		*East-West:*	609
			SUM:	1024		*SUM:*	1142
VOLUME/CAPACITY *(V/C)* RATIO:				0.719			0.801
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.619**			**0.701**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
20	North-South Street:	Beachwood Dr	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	22	0	22
	Left-Through		0			0	
	Through	45	0	**87**	48	0	**95**
	Through-Right		0			0	
	Right	32	0	0	25	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	172	0	**172**	210	0	**210**
	Left-Through		1			1	
	Through	0	0	172	1	0	211
	Through-Right		0			0	
	Right	167	1	73	194	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	196	1	**196**
	Left-Through		0			0	
	Through	708	1	357	1137	1	571
	Through-Right		1			1	
	Right	6	0	6	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	3	5	1	5
	Left-Through		0			0	
	Through	1283	1	**698**	887	1	**528**
	Through-Right		1			1	
	Right	112	0	112	169	0	169
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	259		*North-South:*	305
			East-West:	792		*East-West:*	724
			SUM:	1051		*SUM:*	1029
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.722
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.638**			**0.622**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
21	North-South Street:	Bronson Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	**32**	44	0	44
	Left-Through		0			0	
	Through	111	0	239	147	0	**418**
	Through-Right		0			0	
	Right	96	0	0	227	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	80	0	80	93	0	**93**
	Left-Through		0			0	
	Through	162	0	**335**	125	0	313
	Through-Right		0			0	
	Right	93	0	0	95	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	120	1	120
	Left-Through		0			0	
	Through	689	1	394	1117	1	**587**
	Through-Right		1			1	
	Right	99	0	99	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	182	1	182	116	1	**116**
	Left-Through		0			0	
	Through	1142	1	**597**	886	1	467
	Through-Right		1			1	
	Right	51	0	51	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	367		*North-South:*	511
			East-West:	679		*East-West:*	703
			SUM:	1046		*SUM:*	1214
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.809
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.597**			**0.709**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
22	North-South Street:	Wilton Pl	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	83	0	83
	Left-Through		0			0	
	Through	5	0	**132**	7	0	**182**
	Through-Right		0			0	
	Right	67	0	0	92	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	39	0	**39**	32	0	**32**
	Left-Through		0			0	
	Through	8	0	54	14	0	48
	Through-Right		0			0	
	Right	7	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	7	1	**7**	5	1	5
	Left-Through		0			0	
	Through	925	1	490	1492	1	**773**
	Through-Right		1			1	
	Right	54	0	54	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	166	122	1	**122**
	Left-Through		0			0	
	Through	1540	1	**774**	1118	1	562
	Through-Right		1			1	
	Right	7	0	7	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	171		*North-South:*	214
			East-West:	781		*East-West:*	895
			SUM:	952		*SUM:*	1109
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.739
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.535**			**0.639**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
23	North-South Street:	Western Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		3	NB -- 0	SB --	3
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	153	1	**153**
	Left-Through		0			0	
	Through	378	1	220	753	1	438
	Through-Right		1			1	
	Right	62	0	62	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	45	1	45
	Left-Through		0			0	
	Through	1015	2	508	771	2	**386**
	Through-Right		0			0	
	Right	893	1	**563**	575	1	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	405	1	405
	Left-Through		0			0	
	Through	613	1	361	1070	1	**602**
	Through-Right		1			1	
	Right	108	0	108	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	77	1	**77**
	Left-Through		0			0	
	Through	752	1	**383**	513	1	265
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	652		*North-South:*	539
			East-West:	713		*East-West:*	679
			SUM:	1365		*SUM:*	1218
VOLUME/CAPACITY *(V/C)* RATIO:				0.958			0.855
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.858**			**0.755**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
24	North-South Street:	Highland Ave	East-West Street:	Johnny Grant Wy / Yucca St
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	79	1	**79**
	Left-Through		0			0	
	Through	1443	2	491	1448	2	494
	Through-Right		1			1	
	Right	29	0	29	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	16	25	1	25
	Left-Through		0			0	
	Through	1690	3	**563**	1525	3	**508**
	Through-Right		0			0	
	Right	209	1	194	119	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**15**	130	1	**68**
	Left-Through		1			1	
	Through	2	0	15	5	0	68
	Through-Right		0			0	
	Right	49	1	16	101	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	43	1	**35**	67	1	**55**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	629		*North-South:*	587
			East-West:	50		*East-West:*	123
			SUM:	679		*SUM:*	710
VOLUME/CAPACITY *(V/C)* RATIO:				0.476			0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.376**			**0.398**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
25	North-South Street:	Cahuenga Blvd	East-West Street:	Yucca St
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	**9**	35	1	35
	Left-Through		0			0	
	Through	729	1	377	1228	1	**630**
	Through-Right		1			1	
	Right	24	0	24	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	1	52	48	1	**48**
	Left-Through		0			0	
	Through	1462	2	**731**	683	2	342
	Through-Right		0			0	
	Right	27	1	27	25	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	0	47	127	0	**127**
	Left-Through		0			0	
	Through	26	0	**86**	51	0	196
	Through-Right		0			0	
	Right	13	0	0	18	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	79	1	**79**	22	1	22
	Left-Through		0			0	
	Through	57	1	57	70	1	70
	Through-Right		0			0	
	Right	80	1	54	263	1	**239**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	740		*North-South:*	678
			East-West:	165		*East-West:*	366
			SUM:	905		*SUM:*	1044
	VOLUME/CAPACITY *(V/C)* RATIO:			0.603			0.696
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.503**			**0.596**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
26	North-South Street:	Ivar Ave	East-West Street:	Yucca St
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	28	135	0	135
	Left-Through		0			0	
	Through	3	0	**73**	14	0	**257**
	Through-Right		0			0	
	Right	42	0	0	108	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	**2**	1	0	**1**
	Left-Through		0			0	
	Through	10	0	20	1	0	5
	Through-Right		0			0	
	Right	8	0	0	3	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	10	1	**10**
	Left-Through		0			0	
	Through	63	1	**63**	123	1	123
	Through-Right		0			0	
	Right	47	1	47	35	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	324	1	**324**	42	1	42
	Left-Through		0			0	
	Through	174	1	174	276	1	**276**
	Through-Right		0			0	
	Right	10	1	10	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	75		*North-South:*	258
			East-West:	387		*East-West:*	286
			SUM:	462		*SUM:*	544
	VOLUME/CAPACITY *(V/C)* RATIO:			0.308			0.363
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.208**			**0.263**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
27	North-South Street:	Vine St	East-West Street:	Yucca St
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	206	1	**206**
	Left-Through		0			0	
	Through	359	1	251	755	1	483
	Through-Right		1			1	
	Right	143	0	143	211	0	211
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	38	1	38
	Left-Through		0			0	
	Through	1009	1	**670**	826	1	**434**
	Through-Right		1			1	
	Right	331	0	331	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	50	1	50
	Left-Through		0			0	
	Through	60	1	**60**	137	1	**137**
	Through-Right		0			0	
	Right	37	1	5	46	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	51	1	**51**
	Left-Through		0			0	
	Through	134	1	71	79	1	45
	Through-Right		1			1	
	Right	7	0	7	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	735		*North-South:*	640
			East-West:	136		*East-West:*	188
			SUM:	871		*SUM:*	828
VOLUME/CAPACITY *(V/C)* RATIO:				0.581			0.552
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.481**			**0.452**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
28	North-South Street:	Argyle Ave	East-West Street:	Yucca St
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	23	0	23
	Left-Through		1			1	
	Through	141	0	78	426	0	**234**
	Through-Right		1			1	
	Right	5	0	78	18	0	234
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	3	9	0	**9**
	Left-Through		1			1	
	Through	204	0	**104**	112	0	65
	Through-Right		1			1	
	Right	1	1	0	1	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	241	1	**241**
	Left-Through		0			0	
	Through	23	1	23	86	1	86
	Through-Right		0			0	
	Right	116	1	116	62	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	8	1	8
	Left-Through		0			0	
	Through	136	0	**171**	57	0	**132**
	Through-Right		1			1	
	Right	35	0	0	75	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	113		*North-South:*	243
			East-West:	311		*East-West:*	373
			SUM:	424		*SUM:*	616
VOLUME/CAPACITY *(V/C)* RATIO:				0.283			0.411
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.183**			**0.311**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
29	North-South Street:	Gower St	East-West Street:	Carlos Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**	19	1	19
	Left-Through		0			0	
	Through	323	1	170	745	1	**379**
	Through-Right		1			1	
	Right	16	0	16	13	0	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	16	0	**16**
	Left-Through		1			1	
	Through	827	0	**450**	538	0	313
	Through-Right		1			1	
	Right	46	0	450	23	0	313
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	17	12	0	12
	Left-Through		0			0	
	Through	6	0	**59**	0	0	**42**
	Through-Right		0			0	
	Right	36	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	11	0	11
	Left-Through		0			0	
	Through	4	0	**65**	2	0	**69**
	Through-Right		0			0	
	Right	31	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	395
			East-West:	124		*East-West:*	111
			SUM:	606		*SUM:*	506
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.355
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.325**			**0.255**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
30	North-South Street:	Laurel Canyon Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	3	EB -- 2	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	649	1	**400**	1040	1	**610**
	Through-Right		1			1	
	Right	150	0	150	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	451	1	**451**	451	1	**451**
	Left-Through		0			0	
	Through	1415	1	727	1016	1	520
	Through-Right		1			1	
	Right	39	0	39	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	0	8	50	0	50
	Left-Through		0			0	
	Through	24	0	**33**	54	0	**108**
	Through-Right		0			0	
	Right	1	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	480	2	0	523	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	851		*North-South:*	1061
			East-West:	33		*East-West:*	108
			SUM:	884		*SUM:*	1169
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.720**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
31	North-South Street:	Fairfax Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 3	*SB --*	0	*NB --* 3	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	**183**	368	1	**368**
	Left-Through		0			0	
	Through	21	1	21	27	1	27
	Through-Right		0			0	
	Right	498	1	0	767	1	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	3	0	3
	Left-Through		0			0	
	Through	32	0	**46**	18	0	**23**
	Through-Right		0			0	
	Right	5	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	10	1	10
	Left-Through		0			0	
	Through	334	1	334	545	1	**369**
	Through-Right		1			1	
	Right	618	0	**527**	192	0	192
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	781	1	**781**	557	1	**557**
	Left-Through		0			0	
	Through	641	1	324	367	1	187
	Through-Right		1			1	
	Right	7	0	7	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	229		*North-South:*	391
			East-West:	1308		*East-West:*	926
			SUM:	1537		*SUM:*	1317
VOLUME/CAPACITY *(V/C)* RATIO:				1.079			0.924
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.979**			**0.824**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
32	North-South Street:	Nichols Canyon Rd / G	East-West Street:	Hollywood Blvd	
	Scenario:	Existing with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	20	0	20
	Left-Through		0			0	
	Through	14	0	43	166	0	**238**
	Through-Right		0			0	
	Right	23	0	0	52	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	82	0	82	44	0	**44**
	Left-Through		0			0	
	Through	169	0	**492**	33	0	126
	Through-Right		0			0	
	Right	241	0	0	49	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	156	1	**156**
	Left-Through		0			0	
	Through	856	1	433	1193	1	604
	Through-Right		1			1	
	Right	10	0	10	14	0	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	32	1	32	21	1	21
	Left-Through		0			0	
	Through	1246	1	**645**	903	1	**478**
	Through-Right		1			1	
	Right	44	0	44	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	498		*North-South:*	282
			East-West:	683		*East-West:*	634
			SUM:	1181		*SUM:*	916
	VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.611
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.687**			**0.511**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
33	North-South Street:	Gardner St	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	47	0	47
	Left-Through		0			0	
	Through	38	0	**119**	86	0	**191**
	Through-Right		0			0	
	Right	51	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	**9**	7	0	**7**
	Left-Through		0			0	
	Through	35	0	86	23	0	59
	Through-Right		0			0	
	Right	42	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	14	1	**14**	53	1	53
	Left-Through		0			0	
	Through	868	1	458	1248	1	**633**
	Through-Right		1			1	
	Right	48	0	48	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	53	1	**53**
	Left-Through		0			0	
	Through	1496	1	**752**	956	1	481
	Through-Right		1			1	
	Right	7	0	7	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	128		*North-South:*	198
			East-West:	766		*East-West:*	686
			SUM:	894		*SUM:*	884
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.589
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.496**			**0.489**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
34	North-South Street:	Fuller Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	43	0	43
	Left-Through		0			0	
	Through	53	0	109	161	0	**242**
	Through-Right		0			0	
	Right	35	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	30	0	**30**
	Left-Through		0			0	
	Through	61	0	**212**	64	0	152
	Through-Right		0			0	
	Right	120	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	171	1	**171**
	Left-Through		0			0	
	Through	819	1	427	1083	1	558
	Through-Right		1			1	
	Right	34	0	34	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	22	1	22	32	1	32
	Left-Through		0			0	
	Through	1481	2	**741**	950	2	**475**
	Through-Right		0			0	
	Right	43	1	43	39	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	233		*North-South:*	272
			East-West:	782		*East-West:*	646
			SUM:	1015		*SUM:*	918
	VOLUME/CAPACITY *(V/C)* RATIO:			0.677			0.612
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.577**			**0.512**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
35	North-South Street:	La Brea Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 1	*SB --*	0	*NB --* 1	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	**68**	71	1	**71**
	Left-Through		0			0	
	Through	602	2	301	587	2	294
	Through-Right		0			0	
	Right	154	1	0	275	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	24	48	1	48
	Left-Through		0			0	
	Through	722	1	**722**	558	1	**545**
	Through-Right		1			1	
	Right	739	0	541	531	0	531
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	397	1	**397**	427	1	**427**
	Left-Through		0			0	
	Through	433	1	277	688	1	396
	Through-Right		1			1	
	Right	120	0	120	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	255	1	255	233	1	233
	Left-Through		0			0	
	Through	773	1	**400**	395	1	**225**
	Through-Right		1			1	
	Right	26	0	26	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	790		*North-South:*	616
			East-West:	797		*East-West:*	652
			SUM:	1587		*SUM:*	1268
VOLUME/CAPACITY *(V/C)* RATIO:				1.114			0.890
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.014**			**0.790**
LEVEL OF SERVICE (LOS):				**F**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
36	North-South Street:	Orange Dr	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	55	0	55
	Left-Through		1			1	
	Through	23	0	**46**	37	0	**92**
	Through-Right		0			0	
	Right	73	1	42	96	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	42	0	42
	Left-Through		1			1	
	Through	16	0	**29**	21	0	**63**
	Through-Right		0			0	
	Right	26	1	6	107	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	149	1	149
	Left-Through		0			0	
	Through	626	1	331	783	1	**429**
	Through-Right		1			1	
	Right	35	0	35	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	63	64	1	**64**
	Left-Through		0			0	
	Through	1015	1	**527**	547	1	311
	Through-Right		1			1	
	Right	39	0	39	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	75		*North-South:*	155
			East-West:	567		*East-West:*	493
			SUM:	642		*SUM:*	648
VOLUME/CAPACITY *(V/C)* RATIO:				0.467			0.471
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.367**			**0.371**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
37	North-South Street:	Highland Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB* -- 0	*SB* --	0	*NB* -- 0	*SB* --	0
	EB -- 3	*WB* --	3	*EB* -- 3	*WB* --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	57	1	**57**
	Left-Through		0			0	
	Through	1385	2	479	1342	2	458
	Through-Right		1			1	
	Right	52	0	52	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	98	1	98
	Left-Through		0			0	
	Through	1540	2	**572**	1408	2	**517**
	Through-Right		1			1	
	Right	176	0	176	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	1	**195**	167	1	**167**
	Left-Through		0			0	
	Through	442	2	221	585	2	293
	Through-Right		0			0	
	Right	47	1	5	101	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	207	120	1	120
	Left-Through		0			0	
	Through	917	2	**459**	542	2	**271**
	Through-Right		0			0	
	Right	40	1	2	63	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	614		*North-South:*	574
			East-West:	654		*East-West:*	438
			SUM:	1268		*SUM:*	1012
VOLUME/CAPACITY *(V/C)* RATIO:				0.922			0.736
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.822**			**0.636**
LEVEL OF SERVICE (LOS):				**D**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
38	North-South Street:	Las Palmas Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	50	0	50
	Left-Through		0			0	
	Through	78	0	**178**	345	0	**494**
	Through-Right		0			0	
	Right	78	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	**24**	48	0	**48**
	Left-Through		0			0	
	Through	62	0	137	78	0	171
	Through-Right		0			0	
	Right	51	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	63	1	63
	Left-Through		0			0	
	Through	457	1	243	682	1	**365**
	Through-Right		1			1	
	Right	28	0	28	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	243	1	243	119	1	**119**
	Left-Through		0			0	
	Through	1056	1	**545**	607	1	325
	Through-Right		1			1	
	Right	34	0	34	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	202		*North-South:*	542
			East-West:	592		*East-West:*	484
			SUM:	794		*SUM:*	1026
VOLUME/CAPACITY *(V/C)* RATIO:				0.529			0.684
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.429**			**0.584**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
39	North-South Street:	Cherokee Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0 *SB --*		0	*NB --* 0 *SB --*		0
	EB -- 0 *WB --*		0	*EB --* 0 *WB --*		0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	26	0	26
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	59	0	**80**	40	0	**66**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	12	1	**12**	100	1	**100**
	Left-Through		0			0	
	Through	585	2	293	901	2	451
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1360	1	**695**	688	1	**397**
	Through-Right		1			1	
	Right	29	0	29	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	80		*North-South:*	66
			East-West:	707		*East-West:*	497
			SUM:	787		*SUM:*	563
VOLUME/CAPACITY *(V/C)* RATIO:				0.525			0.375
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.425**			**0.275**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
40	North-South Street:	Whitley Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	0	52	37	0	37
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	88	0	**140**	57	0	**94**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	23	1	**23**	99	1	**99**
	Left-Through		0			0	
	Through	560	2	280	861	2	431
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1278	1	**650**	741	1	**423**
	Through-Right		1			1	
	Right	22	0	22	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	140		*North-South:*	94
			East-West:	673		*East-West:*	522
			SUM:	813		*SUM:*	616
VOLUME/CAPACITY *(V/C)* RATIO:				0.542			0.411
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.442**			**0.311**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
41	North-South Street:	Wilcox Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	53	1	53
	Left-Through		0			0	
	Through	112	0	142	356	0	**454**
	Through-Right		1			1	
	Right	30	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	12	0	**12**
	Left-Through		0			0	
	Through	235	0	**348**	195	0	242
	Through-Right		0			0	
	Right	103	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	88	1	88
	Left-Through		0			0	
	Through	541	1	289	798	1	**421**
	Through-Right		1			1	
	Right	36	0	36	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	57	1	**57**
	Left-Through		0			0	
	Through	1244	1	**625**	720	1	378
	Through-Right		1			1	
	Right	5	0	5	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	353		*North-South:*	466
			East-West:	651		*East-West:*	478
			SUM:	1004		*SUM:*	944
VOLUME/CAPACITY *(V/C)* RATIO:				0.669			0.629
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.529**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
42	North-South Street:	Cahuenga Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	**15**	4	0	0
	Left-Through		1			0	
	Through	637	0	380	817	1	**454**
	Through-Right		1			1	
	Right	33	0	380	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	0	28	4	0	**0**
	Left-Through		1			0	
	Through	1190	0	**815**	798	1	451
	Through-Right		1			1	
	Right	327	0	815	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	66	1	66
	Left-Through		0			0	
	Through	536	1	284	904	1	**466**
	Through-Right		1			1	
	Right	32	0	32	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	75	43	1	**43**
	Left-Through		0			0	
	Through	993	2	**497**	785	2	393
	Through-Right		0			0	
	Right	34	1	34	82	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	454
			East-West:	537		*East-West:*	509
			SUM:	1367		*SUM:*	963
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.642
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.811**			**0.542**
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 43

PROJECT TITLE: Crossroads Hollywood
North-South Street: Ivar Ave **East-West Street:** Hollywood Blvd
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	**8**	29	0	29
	Left-Through		0			0	
	Through	56	0	101	209	0	**342**
	Through-Right		0			0	
	Right	37	0	0	104	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	11	0	11	10	0	**10**
	Left-Through		0			0	
	Through	231	0	**367**	44	0	71
	Through-Right		0			0	
	Right	125	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	26	1	26
	Left-Through		0			0	
	Through	563	1	292	915	1	**471**
	Through-Right		1			1	
	Right	20	0	20	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	50	1	**50**
	Left-Through		0			0	
	Through	1086	1	**564**	748	1	392
	Through-Right		1			1	
	Right	41	0	41	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	375		*North-South:*	352
			East-West:	582		*East-West:*	521
			SUM:	957		*SUM:*	873
	VOLUME/CAPACITY *(V/C)* RATIO:			0.638			0.582
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.538**			**0.482**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 44

PROJECT TITLE: Crossroads Hollywood
North-South Street: Vine St **East-West Street:** Hollywood Blvd
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 3	WB --		0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	115	1	115
	Left-Through		0			0	
	Through	538	2	269	1048	2	**524**
	Through-Right		0			0	
	Right	169	1	119	220	1	183
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	36	57	1	**57**
	Left-Through		0			0	
	Through	1006	1	**550**	773	1	420
	Through-Right		1			1	
	Right	94	0	94	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	56	1	56
	Left-Through		0			0	
	Through	510	2	255	925	2	**463**
	Through-Right		0			0	
	Right	5	1	0	15	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	101	75	1	**75**
	Left-Through		0			0	
	Through	1042	1	**536**	709	1	407
	Through-Right		1			1	
	Right	30	0	30	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	639		*North-South:*	581
			East-West:	568		*East-West:*	538
			SUM:	1207		*SUM:*	1119
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.747**			**0.685**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
45	North-South Street:	Argyle Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 / EB -- 0	SB -- / WB --	0 / 0	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	**31**	37	1	37
	Left-Through		0			0	
	Through	81	1	81	285	1	**285**
	Through-Right		0			0	
	Right	40	1	0	44	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	54	36	1	**36**
	Left-Through		0			0	
	Through	224	1	**224**	127	1	127
	Through-Right		0			0	
	Right	45	1	8	64	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	109	1	**109**
	Left-Through		0			0	
	Through	540	2	270	952	2	476
	Through-Right		0			0	
	Right	123	1	108	166	1	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	178	67	1	67
	Left-Through		0			0	
	Through	1063	1	**558**	765	1	**455**
	Through-Right		1			1	
	Right	52	0	52	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	255		*North-South:*	321
			East-West:	632		*East-West:*	564
			SUM:	887		*SUM:*	885
VOLUME/CAPACITY *(V/C)* RATIO:				0.591			0.590
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.491**			**0.490**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
46	North-South Street:	Gower St	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	70	1	**70**
	Left-Through		0			0	
	Through	294	1	178	595	1	349
	Through-Right		1			1	
	Right	61	0	61	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	45	1	45
	Left-Through		0			0	
	Through	426	1	**426**	381	1	**381**
	Through-Right		0			0	
	Right	383	1	363	134	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	86	1	86
	Left-Through		0			0	
	Through	564	1	298	923	1	**490**
	Through-Right		1			1	
	Right	31	0	31	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	77	1	**77**
	Left-Through		0			0	
	Through	1158	1	**591**	788	1	429
	Through-Right		1			1	
	Right	24	0	24	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	472		*North-South:*	451
			East-West:	631		*East-West:*	567
			SUM:	1103		*SUM:*	1018
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.579**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47

PROJECT TITLE: Crossroads Hollywood
North-South Street: Bronson Ave East-West Street: Hollywood Blvd
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	85	1	85
	Left-Through		0			0	
	Through	132	0	276	313	0	**467**
	Through-Right		1			1	
	Right	144	0	0	154	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	0	91	72	0	**72**
	Left-Through		0			0	
	Through	300	0	**485**	187	0	340
	Through-Right		0			0	
	Right	94	0	0	81	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	76	1	76
	Left-Through		0			0	
	Through	537	1	302	970	1	**514**
	Through-Right		1			1	
	Right	67	0	67	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	82	1	**82**
	Left-Through		0			0	
	Through	1058	1	**548**	627	1	338
	Through-Right		1			1	
	Right	37	0	37	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	529		*North-South:*	539
			East-West:	573		*East-West:*	596
			SUM:	1102		*SUM:*	1135
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.657**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
48	North-South Street:	US-101 SB Ramps	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

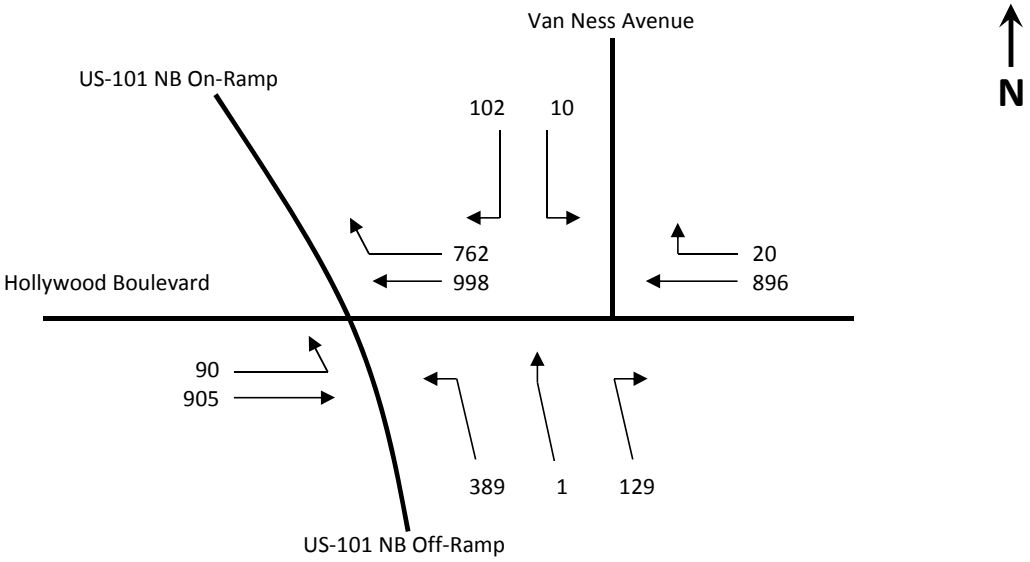
	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	494	1	320	501	1	291
	Left-Through		0			0	
	Through	4	0	**320**	13	0	**291**
	Through-Right		0			0	
	Right	141	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	482	2	241	903	2	452
	Through-Right		0			0	
	Right	204	1	204	255	1	255
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	21	1	21
	Left-Through		0			0	
	Through	1323	2	**662**	1006	2	**503**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	291
			East-West:	662		*East-West:*	503
			SUM:	982		*SUM:*	794
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.557
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.589**			**0.457**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Project Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	90			and
Westbound Throughs:	998 / 2	=	499	or
Westbound Rights:	762			or
Eastbound Throughs:	905 / 2	=	453	
Critical Volume #1 (CV1):	**852**			

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	389	*	0.55	=	214	or
Northbound Throughs + Rights:	1	+	129	=	130	
Critical Volume #2 (CV2):	**214**					

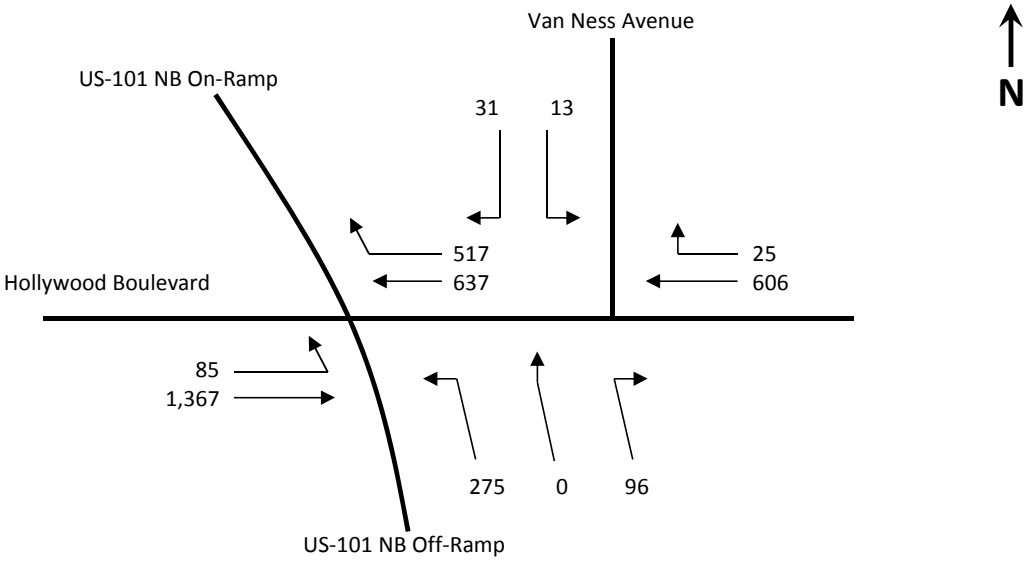
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	10	or
Southbound Rights:	102	
Critical Volume #3 (CV3):	**102**	

Critical Volume:	852	+	214	+	102	= **1,168**
Intersection V/C:	1,168 / 1,425	=	**0.82**			
ATSAC/ATCS Credit:	0.10					
Final intersection V/C:	**0.720**			**Intersection LOS:**		**C**

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Project Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	85			and	
Westbound Throughs:	637 / 2	=	319	or	
Westbound Rights:	517				or
Eastbound Throughs:	1,367 / 2	=	684		
Critical Volume #1 (CV1):	**684**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	275	*	0.55	=	151	or
Northbound Throughs + Rights:	0	+	96	=	96	
Critical Volume #2 (CV2):	**151**					

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	13	or
Southbound Rights:	31	
Critical Volume #3 (CV3):	**31**	

Critical Volume:	684	+	151	+	31	=	**866**	
Intersection V/C:	866 / 1,425	=	**0.608**					
ATSAC/ATCS Credit:	0.10							
Final intersection V/C:	**0.508**					**Intersection LOS:**		**A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
50	North-South Street:	Wilton Pl	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	341	0	341	319	0	319
	Left-Through		1			1	
	Through	60	0	**401**	165	0	**484**
	Through-Right		0			0	
	Right	45	1	6	156	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	0	15	21	0	21
	Left-Through		0			0	
	Through	184	0	**244**	143	0	**194**
	Through-Right		0			0	
	Right	45	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	37	1	37
	Left-Through		0			0	
	Through	783	2	392	1043	2	**522**
	Through-Right		0			0	
	Right	152	1	0	165	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	52	1	**52**
	Left-Through		0			0	
	Through	1149	1	**583**	899	1	465
	Through-Right		1			1	
	Right	17	0	17	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	645		*North-South:*	678
			East-West:	609		*East-West:*	574
			SUM:	1254		*SUM:*	1252
VOLUME/CAPACITY *(V/C)* RATIO:				0.880			0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.780**			**0.779**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
51	North-South Street:	Western Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	**133**	118	1	**118**
	Left-Through		0			0	
	Through	429	2	215	792	2	396
	Through-Right		0			0	
	Right	83	1	0	94	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	61	105	1	105
	Left-Through		0			0	
	Through	883	1	**559**	767	1	**455**
	Through-Right		1			1	
	Right	235	0	235	143	0	143
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**118**	217	1	217
	Left-Through		0			0	
	Through	684	1	371	910	1	**500**
	Through-Right		1			1	
	Right	58	0	58	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	138	1	**138**
	Left-Through		0			0	
	Through	801	2	**401**	700	2	350
	Through-Right		0			0	
	Right	27	1	0	73	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	692		*North-South:*	573
			East-West:	519		*East-West:*	638
			SUM:	1211		*SUM:*	1211
VOLUME/CAPACITY *(V/C)* RATIO:				0.881			0.881
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.781**			**0.781**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
52	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (North)
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	**3**	17	1	17
	Left-Through		0			0	
	Through	822	1	459	901	1	**508**
	Through-Right		1			1	
	Right	95	0	95	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	29	1	**29**
	Left-Through		0			0	
	Through	1040	2	**520**	891	2	446
	Through-Right		0			0	
	Right	2	1	2	15	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	16	0	**16**	0	0	**0**
	Left-Through		1			1	
	Through	0	0	16	1	0	1
	Through-Right		0			0	
	Right	13	1	12	15	1	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	0	150	183	0	183
	Left-Through		0			0	
	Through	1	0	**201**	0	0	**227**
	Through-Right		0			0	
	Right	50	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	537
			East-West:	217		*East-West:*	227
			SUM:	740		*SUM:*	764
VOLUME/CAPACITY *(V/C)* RATIO:				0.493			0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.393**			**0.409**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 53

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave **East-West Street:** Hawthorn Ave (South)
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	74	1	**74**	38	1	**38**
	Left-Through		0			0	
	Through	823	2	412	932	2	466
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1088	1	**601**	959	1	**538**
	Through-Right		1			1	
	Right	114	0	114	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	0	103	115	0	115
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	113	0	**216**	117	0	**232**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	576
			East-West:	216		*East-West:*	232
			SUM:	891		*SUM:*	808
VOLUME/CAPACITY *(V/C)* RATIO:				0.594			0.539
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.494**			**0.439**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
54	North-South Street:	Highland Ave	East-West Street:	Selma Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1399	2	**510**	1265	2	**480**
	Through-Right		1			1	
	Right	131	0	131	176	0	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	161	1	**161**
	Left-Through		0			0	
	Through	1641	2	547	1484	2	495
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	203	0	203	75	0	75
	Left-Through		0			0	
	Through	0	0	**311**	0	0	**193**
	Through-Right		0			0	
	Right	108	0	0	118	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	588		*North-South:*	641
			East-West:	311		*East-West:*	193
			SUM:	899		*SUM:*	834
	VOLUME/CAPACITY *(V/C)* RATIO:			0.599			0.556
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.499**			**0.456**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
55	North-South Street:	Wilcox Ave	East-West Street:	Selma Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	27	1	27
	Left-Through		0			0	
	Through	153	0	159	398	0	**420**
	Through-Right		1			1	
	Right	6	0	0	22	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	1	7	36	1	**36**
	Left-Through		0			0	
	Through	323	0	**378**	243	0	295
	Through-Right		1			1	
	Right	55	0	0	52	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	14	0	14	50	0	50
	Left-Through		0			0	
	Through	142	0	**179**	287	0	**384**
	Through-Right		0			0	
	Right	23	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	18	0	**18**	16	0	**16**
	Left-Through		0			0	
	Through	104	0	137	164	0	204
	Through-Right		0			0	
	Right	15	0	0	24	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	405		*North-South:*	456
			East-West:	197		*East-West:*	400
			SUM:	602		*SUM:*	856
	VOLUME/CAPACITY *(V/C)* RATIO:			0.401			0.571
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.301**			**0.471**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
56	North-South Street:	Cahuenga Blvd	East-West Street:	Selma Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	0	0	0
	Left-Through		1			0	
	Through	655	0	388	1051	1	**548**
	Through-Right		1			1	
	Right	19	0	388	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	24	0	0	**0**
	Left-Through		1			0	
	Through	1104	0	**645**	650	1	369
	Through-Right		1			1	
	Right	90	0	645	87	0	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	0	42	104	0	104
	Left-Through		0			0	
	Through	85	0	**159**	167	0	**336**
	Through-Right		0			0	
	Right	32	0	0	65	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	6	0	**6**	22	0	**22**
	Left-Through		0			0	
	Through	51	0	67	103	0	169
	Through-Right		0			0	
	Right	10	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	662		*North-South:*	548
			East-West:	165		*East-West:*	358
			SUM:	827		*SUM:*	906
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.604
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.451**			**0.504**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
57	North-South Street:	Vine St	East-West Street:	Selma Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0	
	EB -- 0	WB --	0	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	69	1	69
	Left-Through		0			0	
	Through	632	2	316	1116	2	**558**
	Through-Right		0			0	
	Right	94	1	54	106	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	65	1	**65**
	Left-Through		0			0	
	Through	1251	1	**661**	818	1	451
	Through-Right		1			1	
	Right	70	0	70	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	96	1	96
	Left-Through		0			0	
	Through	75	0	162	216	0	**316**
	Through-Right		1			1	
	Right	87	0	0	100	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	47	1	**47**
	Left-Through		0			0	
	Through	111	0	**253**	122	0	190
	Through-Right		1			1	
	Right	142	0	0	68	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	623
			East-West:	300		*East-West:*	363
			SUM:	1019		*SUM:*	986
VOLUME/CAPACITY *(V/C)* RATIO:				0.679			0.657
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.579**			**0.557**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
58	North-South Street:	Crescent Heights Blvd	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	77	1	77
	Left-Through		0			0	
	Through	590	2	295	797	2	**399**
	Through-Right		0			0	
	Right	129	1	33	312	1	221
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	98	1	**98**
	Left-Through		0			0	
	Through	945	1	**528**	642	1	366
	Through-Right		1			1	
	Right	111	0	111	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	289	1	**289**
	Left-Through		0			0	
	Through	856	3	285	1347	3	449
	Through-Right		0			0	
	Right	68	1	39	77	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	1	193	183	1	183
	Left-Through		0			0	
	Through	1157	2	**398**	1055	2	**375**
	Through-Right		1			1	
	Right	37	0	37	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	497
			East-West:	594		*East-West:*	664
			SUM:	1180		*SUM:*	1161
VOLUME/CAPACITY *(V/C)* RATIO:				0.858			0.844
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.758**			**0.744**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
59	North-South Street:	Fairfax Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 3	*SB --*	0	*NB --* 3	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	121	1	121
	Left-Through		0			0	
	Through	475	2	238	929	2	**465**
	Through-Right		0			0	
	Right	182	1	0	203	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	73	1	**73**
	Left-Through		0			0	
	Through	777	2	**389**	601	2	301
	Through-Right		0			0	
	Right	276	1	210	134	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	256	1	256
	Left-Through		0			0	
	Through	793	2	**294**	1276	2	**452**
	Through-Right		1			1	
	Right	90	0	90	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	267	1	**267**	204	1	**204**
	Left-Through		0			0	
	Through	1111	2	382	995	2	354
	Through-Right		1			1	
	Right	34	0	34	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	538
			East-West:	561		*East-West:*	656
			SUM:	1043		*SUM:*	1194
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.868
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.659**			**0.768**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
60	North-South Street:	Gardner St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0	
	EB -- 0	WB --	0	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	36	0	36
	Left-Through		0			0	
	Through	178	0	243	242	0	**390**
	Through-Right		0			0	
	Right	48	0	0	112	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	0	29	39	0	**39**
	Left-Through		0			0	
	Through	181	0	**263**	128	0	197
	Through-Right		0			0	
	Right	53	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	63	1	63
	Left-Through		0			0	
	Through	1030	2	355	1457	2	**504**
	Through-Right		1			1	
	Right	36	0	36	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	66	53	1	**53**
	Left-Through		0			0	
	Through	1355	2	**467**	1195	2	411
	Through-Right		1			1	
	Right	46	0	46	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	429
			East-West:	522		*East-West:*	557
			SUM:	802		*SUM:*	986
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.657
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.435**			**0.557**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
61	North-South Street:	Poinsettia Pl (West)	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	51	0	51
	Left-Through		0			0	
	Through	16	0	**89**	42	0	**154**
	Through-Right		0			0	
	Right	43	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	**13**	17	0	**17**
	Left-Through		0			0	
	Through	15	0	45	16	0	64
	Through-Right		0			0	
	Right	17	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	15	1	15
	Left-Through		0			0	
	Through	1083	2	366	1557	2	**527**
	Through-Right		1			1	
	Right	15	0	15	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	37	1	**37**
	Left-Through		0			0	
	Through	1428	2	**489**	1221	2	419
	Through-Right		1			1	
	Right	39	0	39	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	102		*North-South:*	171
			East-West:	500		*East-West:*	564
			SUM:	602		*SUM:*	735
	VOLUME/CAPACITY *(V/C)* RATIO:			0.401			0.490
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.301**			**0.390**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
62	North-South Street:	Poinsettia Pl (East)	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**3**	2	0	**2**
	Left-Through		0			0	
	Through	0	0	14	5	0	20
	Through-Right		0			0	
	Right	11	0	0	13	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	95	0	95	67	0	67
	Left-Through		0			0	
	Through	0	0	**151**	3	0	**122**
	Through-Right		0			0	
	Right	56	0	0	52	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	38	1	38
	Left-Through		0			0	
	Through	1128	2	376	1596	2	**532**
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	5	1	**5**
	Left-Through		0			0	
	Through	1434	2	**492**	1241	2	433
	Through-Right		1			1	
	Right	41	0	41	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	154		*North-South:*	124
			East-West:	503		*East-West:*	537
			SUM:	657		*SUM:*	661
VOLUME/CAPACITY *(V/C)* RATIO:				0.438			0.441
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.338**			**0.341**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
63	North-South Street:	La Brea Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	211	1	**211**
	Left-Through		0			0	
	Through	658	2	329	742	2	371
	Through-Right		0			0	
	Right	203	1	0	291	1	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	83	146	1	146
	Left-Through		0			0	
	Through	843	2	**337**	767	2	**306**
	Through-Right		1			1	
	Right	168	0	168	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	200	1	200
	Left-Through		0			0	
	Through	896	2	337	1359	2	**488**
	Through-Right		1			1	
	Right	114	0	114	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	256	1	256	228	1	**228**
	Left-Through		0			0	
	Through	1227	2	**421**	952	2	349
	Through-Right		1			1	
	Right	35	0	35	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	461		*North-South:*	517
			East-West:	604		*East-West:*	716
			SUM:	1065		*SUM:*	1233
VOLUME/CAPACITY *(V/C)* RATIO:				0.775			0.897
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.675**			**0.797**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 64

PROJECT TITLE: Crossroads Hollywood
North-South Street: Orange Dr East-West Street: Sunset Blvd
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	13	0	13
	Left-Through		0			0	
	Through	63	0	94	126	0	**201**
	Through-Right		0			0	
	Right	21	0	0	62	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	38	0	38	68	0	**68**
	Left-Through		0			0	
	Through	49	0	**148**	60	0	192
	Through-Right		0			0	
	Right	61	0	0	64	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	83	1	**83**
	Left-Through		0			0	
	Through	887	2	304	1301	2	442
	Through-Right		1			1	
	Right	25	0	25	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	28	1	28
	Left-Through		0			0	
	Through	1400	2	**507**	1225	2	**446**
	Through-Right		1			1	
	Right	121	0	121	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	158		*North-South:*	269
			East-West:	524		*East-West:*	529
			SUM:	682		*SUM:*	798
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.532
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.355**			**0.432**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
65	North-South Street:	Highland Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	60	1	**60**
	Left-Through		0			0	
	Through	1090	2	406	996	2	365
	Through-Right		1			1	
	Right	128	0	128	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	100	1	100
	Left-Through		0			0	
	Through	1483	2	**586**	1240	2	**508**
	Through-Right		1			1	
	Right	276	0	276	283	0	283
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	292	1	**292**	288	1	**288**
	Left-Through		0			0	
	Through	964	2	347	1314	2	460
	Through-Right		1			1	
	Right	78	0	78	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	248	1	248	151	1	151
	Left-Through		0			0	
	Through	1230	2	**423**	1003	2	**347**
	Through-Right		1			1	
	Right	40	0	40	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	648		*North-South:*	568
			East-West:	715		*East-West:*	635
			SUM:	1363		*SUM:*	1203
VOLUME/CAPACITY *(V/C)* RATIO:				0.991			0.875
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.891**			**0.775**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
66	North-South Street:	Las Palmas Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	15	0	15
	Left-Through		0			0	
	Through	45	0	65	217	0	**262**
	Through-Right		0			0	
	Right	14	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	102	128	1	**128**
	Left-Through		0			0	
	Through	101	0	**249**	90	0	208
	Through-Right		1			1	
	Right	148	0	0	118	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	267	1	**267**
	Left-Through		0			0	
	Through	1033	2	350	1364	2	461
	Through-Right		1			1	
	Right	16	0	16	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	17	1	17
	Left-Through		0			0	
	Through	1433	2	**509**	1095	2	**454**
	Through-Right		1			1	
	Right	94	0	94	267	0	267
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	255		*North-South:*	390
			East-West:	599		*East-West:*	721
			SUM:	854		*SUM:*	1111
VOLUME/CAPACITY *(V/C)* RATIO:				0.599			0.780
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.499**			**0.680**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
67	North-South Street:	Cherokee Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	136	0	136
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	53	0	**78**	95	0	**231**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1088	2	**370**	1603	2	**544**
	Through-Right		1			1	
	Right	22	0	22	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**129**	87	1	**87**
	Left-Through		0			0	
	Through	1437	3	479	1264	3	421
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	78		*North-South:*	231
			East-West:	499		*East-West:*	631
			SUM:	577		*SUM:*	862
VOLUME/CAPACITY *(V/C)* RATIO:				0.385			0.575
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.285**			**0.475**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
68	North-South Street:	Seward St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	0	29	103	0	103
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	58	0	**87**	208	0	**311**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1119	2	**379**	1682	2	**569**
	Through-Right		1			1	
	Right	19	0	19	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	**139**	55	1	**55**
	Left-Through		0			0	
	Through	1516	3	505	1293	3	431
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	87		*North-South:*	311
			East-West:	518		*East-West:*	624
			SUM:	605		*SUM:*	935
	VOLUME/CAPACITY *(V/C)* RATIO:			0.403			0.623
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.303**			**0.523**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
69	North-South Street:	Wilcox Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	42	1	42
	Left-Through		0			0	
	Through	105	0	132	252	0	**304**
	Through-Right		1			1	
	Right	27	0	0	52	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	40	1	**40**
	Left-Through		0			0	
	Through	264	0	**366**	238	0	301
	Through-Right		1			1	
	Right	102	0	0	63	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	140	1	140
	Left-Through		0			0	
	Through	1090	2	370	1652	2	**565**
	Through-Right		1			1	
	Right	21	0	21	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	108	34	1	**34**
	Left-Through		0			0	
	Through	1467	2	**506**	1210	2	424
	Through-Right		1			1	
	Right	51	0	51	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	391		*North-South:*	344
			East-West:	572		*East-West:*	599
			SUM:	963		*SUM:*	943
	VOLUME/CAPACITY *(V/C)* RATIO:			0.642			0.629
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.542**			**0.529**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
70	North-South Street:	Cahuenga Blvd	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	**48**	102	1	102
	Left-Through		0			0	
	Through	456	1	235	875	1	**469**
	Through-Right		1			1	
	Right	13	0	13	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	69	1	**69**
	Left-Through		0			0	
	Through	953	1	**583**	568	1	338
	Through-Right		1			1	
	Right	213	0	213	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	**139**	310	1	**310**
	Left-Through		0			0	
	Through	921	2	335	1286	2	456
	Through-Right		1			1	
	Right	85	0	85	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	35	1	35
	Left-Through		0			0	
	Through	1311	2	**452**	1132	2	**404**
	Through-Right		1			1	
	Right	46	0	46	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	631		*North-South:*	538
			East-West:	591		*East-West:*	714
			SUM:	1222		*SUM:*	1252
VOLUME/CAPACITY *(V/C)* RATIO:				0.858			0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.758**			**0.779**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
71	North-South Street:	Ivar Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	43	0	43
	Left-Through		0			0	
	Through	79	0	128	242	0	**381**
	Through-Right		0			0	
	Right	40	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	55	1	**55**
	Left-Through		0			0	
	Through	150	0	**233**	105	0	158
	Through-Right		1			1	
	Right	83	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	**24**	41	1	41
	Left-Through		0			0	
	Through	885	2	303	1397	2	**482**
	Through-Right		1			1	
	Right	25	0	25	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	66	1	**66**
	Left-Through		0			0	
	Through	1448	2	**513**	1142	2	403
	Through-Right		1			1	
	Right	91	0	91	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	242		*North-South:*	436
			East-West:	537		*East-West:*	548
			SUM:	779		*SUM:*	984
	VOLUME/CAPACITY *(V/C)* RATIO:			0.519			0.656
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.419**			**0.556**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
72	North-South Street:	Vine St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	115	1	**115**	135	1	135
	Left-Through		0			0	
	Through	657	2	329	1113	2	**557**
	Through-Right		0			0	
	Right	197	1	17	203	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	120	1	**120**
	Left-Through		0			0	
	Through	1173	1	**642**	914	1	519
	Through-Right		1			1	
	Right	111	0	111	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	46	75	1	75
	Left-Through		0			0	
	Through	854	2	**319**	1284	2	**461**
	Through-Right		1			1	
	Right	102	0	102	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	153	1	**153**
	Left-Through		0			0	
	Through	1193	2	418	1091	2	399
	Through-Right		1			1	
	Right	61	0	61	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	757		*North-South:*	677
			East-West:	499		*East-West:*	614
			SUM:	1256		*SUM:*	1291
	VOLUME/CAPACITY *(V/C)* RATIO:			0.913			0.939
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.813**			**0.839**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73

PROJECT TITLE: Crossroads Hollywood
North-South Street: Argyle Ave **East-West Street:** Sunset Blvd
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0 *SB --*		0	*NB --* 0 *SB --*		0
	EB -- 0 *WB --*		0	*EB --* 0 *WB --*		0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	0	91	63	0	63
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	179	0	**270**	147	0	**210**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	121	1	**121**	145	1	**145**
	Left-Through		0			0	
	Through	925	3	308	1423	3	474
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1370	2	**491**	1198	2	**431**
	Through-Right		1			1	
	Right	104	0	104	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	270		*North-South:*	210
			East-West:	612		*East-West:*	576
			SUM:	882		*SUM:*	786
VOLUME/CAPACITY *(V/C)* RATIO:				0.588			0.524
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.488**			**0.424**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
74	North-South Street:	Gower St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	46	1	46
	Left-Through		0			0	
	Through	253	0	334	519	0	**597**
	Through-Right		1			1	
	Right	81	0	0	78	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	74	1	**74**
	Left-Through		0			0	
	Through	361	0	**411**	363	0	428
	Through-Right		1			1	
	Right	50	0	0	65	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	**48**	96	1	96
	Left-Through		0			0	
	Through	876	2	325	1568	2	**539**
	Through-Right		1			1	
	Right	99	0	99	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	163	76	1	**76**
	Left-Through		0			0	
	Through	1481	2	**502**	1304	2	466
	Through-Right		1			1	
	Right	26	0	26	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	671
			East-West:	550		*East-West:*	615
			SUM:	991		*SUM:*	1286
VOLUME/CAPACITY *(V/C)* RATIO:				0.695			0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.595**			**0.802**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
75	North-South Street:	Bronson Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	**67**	51	1	51
	Left-Through		0			0	
	Through	139	0	271	317	0	**493**
	Through-Right		1			1	
	Right	132	0	0	176	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	73	1	**73**
	Left-Through		0			0	
	Through	307	0	**483**	207	0	271
	Through-Right		1			1	
	Right	176	0	0	64	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	81	1	81
	Left-Through		0			0	
	Through	918	2	314	1700	2	**578**
	Through-Right		1			1	
	Right	23	0	23	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	45	1	**45**
	Left-Through		0			0	
	Through	1590	2	**553**	1357	2	476
	Through-Right		1			1	
	Right	68	0	68	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	550		*North-South:*	566
			East-West:	598		*East-West:*	623
			SUM:	1148		*SUM:*	1189
VOLUME/CAPACITY *(V/C)* RATIO:				0.765			0.793
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.665**			**0.693**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
76	North-South Street:	Van Ness Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	87	1	87
	Left-Through		0			0	
	Through	14	0	**182**	47	0	**179**
	Through-Right		1			1	
	Right	168	0	0	132	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	322	1	**322**	360	1	**360**
	Left-Through		0			0	
	Through	194	0	228	261	0	282
	Through-Right		1			1	
	Right	34	0	0	21	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	9	1	9
	Left-Through		0			0	
	Through	1089	2	378	1881	2	**637**
	Through-Right		1			1	
	Right	44	0	44	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	70	1	**70**
	Left-Through		0			0	
	Through	1616	2	**546**	1308	2	440
	Through-Right		1			1	
	Right	23	0	23	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	504		*North-South:*	539
			East-West:	551		*East-West:*	707
			SUM:	1055		*SUM:*	1246
	VOLUME/CAPACITY *(V/C)* RATIO:			0.703			0.831
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.603**			**0.731**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
77	North-South Street:	Wilton Pl	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	105	1	105
	Left-Through		0			0	
	Through	235	1	191	383	1	**285**
	Through-Right		1			1	
	Right	146	0	146	186	0	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	78	1	**78**
	Left-Through		0			0	
	Through	527	1	**312**	375	1	234
	Through-Right		1			1	
	Right	96	0	96	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	88	1	**88**
	Left-Through		0			0	
	Through	1104	2	**436**	1491	2	551
	Through-Right		1			1	
	Right	205	0	205	163	0	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	**116**	80	1	80
	Left-Through		0			0	
	Through	790	2	395	1128	2	**564**
	Through-Right		0			0	
	Right	103	1	33	147	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	377		*North-South:*	363
			East-West:	552		*East-West:*	652
			SUM:	929		*SUM:*	1015
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.677
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.519**			**0.577**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
78	North-South Street:	Western Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	**109**	117	1	117
	Left-Through		0			0	
	Through	435	2	218	628	2	**314**
	Through-Right		0			0	
	Right	68	1	19	80	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	137	253	1	**253**
	Left-Through		0			0	
	Through	766	1	**462**	548	1	305
	Through-Right		1			1	
	Right	157	0	157	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	142	243	1	**243**
	Left-Through		0			0	
	Through	1003	2	**359**	1249	2	432
	Through-Right		1			1	
	Right	75	0	75	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	**99**	132	1	132
	Left-Through		0			0	
	Through	729	2	268	981	2	**378**
	Through-Right		1			1	
	Right	74	0	74	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	567
			East-West:	458		*East-West:*	621
			SUM:	1029		*SUM:*	1188
VOLUME/CAPACITY *(V/C)* RATIO:				0.748			0.864
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.764**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
79	North-South Street:	Highland Ave	East-West Street:	De Longpre Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	46	1	**46**
	Left-Through		0			0	
	Through	1228	2	424	1067	2	412
	Through-Right		1			1	
	Right	44	0	44	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	36	1	36
	Left-Through		0			0	
	Through	1629	2	**546**	1367	2	**466**
	Through-Right		1			1	
	Right	10	0	10	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	0	**24**	28	0	28
	Left-Through		0			0	
	Through	50	0	108	196	0	**323**
	Through-Right		0			0	
	Right	34	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	134	0	134	56	0	**56**
	Left-Through		0			0	
	Through	55	0	**264**	121	0	214
	Through-Right		0			0	
	Right	75	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	512
			East-West:	288		*East-West:*	379
			SUM:	845		*SUM:*	891
VOLUME/CAPACITY *(V/C)* RATIO:				0.563			0.594
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.463**			**0.494**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
80	North-South Street:	Gardner St	East-West Street:	Fountain Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	41	0	41
	Left-Through		0			0	
	Through	147	0	227	255	0	**363**
	Through-Right		0			0	
	Right	60	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	49	69	0	**69**
	Left-Through		0			0	
	Through	216	0	**320**	202	0	315
	Through-Right		0			0	
	Right	55	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	96	1	96
	Left-Through		0			0	
	Through	738	1	391	1214	1	**628**
	Through-Right		1			1	
	Right	44	0	44	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	105	148	1	**148**
	Left-Through		0			0	
	Through	1218	1	**627**	854	1	450
	Through-Right		1			1	
	Right	35	0	35	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	432
			East-West:	681		*East-West:*	776
			SUM:	1021		*SUM:*	1208
VOLUME/CAPACITY *(V/C)* RATIO:				0.681			0.805
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.581**			**0.705**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
81	North-South Street:	La Brea Ave	East-West Street:	Fountain Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	126	1	**126**
	Left-Through		0			0	
	Through	832	2	292	1008	2	361
	Through-Right		1			1	
	Right	44	0	44	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	73	1	73
	Left-Through		0			0	
	Through	943	2	**386**	949	2	**357**
	Through-Right		1			1	
	Right	214	0	214	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	1	**131**	165	1	**165**
	Left-Through		0			0	
	Through	588	1	353	788	1	445
	Through-Right		1			1	
	Right	118	0	118	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	115	1	115
	Left-Through		0			0	
	Through	745	0	**763**	655	0	**701**
	Through-Right		1			1	
	Right	18	0	0	46	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	483
			East-West:	894		*East-West:*	866
			SUM:	1376		*SUM:*	1349
VOLUME/CAPACITY *(V/C)* RATIO:				0.917			0.899
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.817**			**0.799**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
82	North-South Street:	Highland Ave	East-West Street:	Fountain Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	**45**	43	1	**43**
	Left-Through		0			0	
	Through	1198	2	415	995	2	353
	Through-Right		1			1	
	Right	47	0	47	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	28	23	1	23
	Left-Through		0			0	
	Through	1503	2	**572**	1335	2	**502**
	Through-Right		1			1	
	Right	213	0	213	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	152	1	**152**
	Left-Through		0			0	
	Through	385	0	463	464	0	538
	Through-Right		1			1	
	Right	78	0	0	74	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	43	1	43
	Left-Through		0			0	
	Through	418	0	**444**	429	0	**465**
	Through-Right		1			1	
	Right	26	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	545
			East-West:	614		*East-West:*	617
			SUM:	1231		*SUM:*	1162
VOLUME/CAPACITY *(V/C)* RATIO:				0.821			0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.721**			**0.675**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
83	North-South Street:	Wilcox Ave	East-West Street:	Fountain Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	**14**	25	1	25
	Left-Through		0			0	
	Through	131	0	159	286	0	**330**
	Through-Right		1			1	
	Right	28	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	35	1	**35**
	Left-Through		0			0	
	Through	185	0	**227**	224	0	257
	Through-Right		1			1	
	Right	42	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	**25**	41	0	41
	Left-Through		1			1	
	Through	305	0	330	512	0	**553**
	Through-Right		0			0	
	Right	22	1	15	44	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	19	0	19	17	0	**17**
	Left-Through		0			0	
	Through	491	0	**544**	353	0	405
	Through-Right		0			0	
	Right	34	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	241		*North-South:*	365
			East-West:	569		*East-West:*	570
			SUM:	810		*SUM:*	935
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.440**			**0.523**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
84	North-South Street:	Cahuenga Blvd	East-West Street:	Fountain Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	28	0	28
	Left-Through		1			1	
	Through	502	0	286	730	0	**453**
	Through-Right		1			1	
	Right	22	0	286	63	0	453
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	0	18	38	0	**38**
	Left-Through		1			1	
	Through	924	0	**516**	671	0	443
	Through-Right		1			1	
	Right	72	0	516	63	0	443
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	0	**109**	108	0	108
	Left-Through		0			0	
	Through	231	0	358	513	0	**635**
	Through-Right		0			0	
	Right	18	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	38	0	38	24	0	**24**
	Left-Through		0			0	
	Through	451	0	**526**	390	0	458
	Through-Right		0			0	
	Right	37	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	528		*North-South:*	491
			East-West:	635		*East-West:*	659
			SUM:	1163		*SUM:*	1150
	VOLUME/CAPACITY *(V/C)* RATIO:			0.775			0.767
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.675**			**0.667**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
85	North-South Street:	Vine St	East-West Street:	Fountain Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	58	1	58
	Left-Through		0			0	
	Through	895	1	481	1228	1	**645**
	Through-Right		1			1	
	Right	67	0	67	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	1	27	62	1	**62**
	Left-Through		0			0	
	Through	1217	1	**638**	1097	1	574
	Through-Right		1			1	
	Right	59	0	59	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	81	1	81
	Left-Through		0			0	
	Through	227	0	255	500	0	**545**
	Through-Right		1			1	
	Right	28	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	63	1	**63**
	Left-Through		0			0	
	Through	441	0	**556**	352	0	443
	Through-Right		1			1	
	Right	115	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	707
			East-West:	607		*East-West:*	608
			SUM:	1292		*SUM:*	1315
VOLUME/CAPACITY *(V/C)* RATIO:				0.861			0.877
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.761**			**0.777**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
86	North-South Street:	Gower St	East-West Street:	Fountain Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	44	1	44
	Left-Through		0			0	
	Through	263	0	297	541	0	**564**
	Through-Right		1			1	
	Right	34	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	84	1	**84**
	Left-Through		0			0	
	Through	435	0	**509**	458	0	526
	Through-Right		1			1	
	Right	74	0	0	68	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	0	**74**	97	0	97
	Left-Through		0			0	
	Through	198	0	299	529	0	**653**
	Through-Right		0			0	
	Right	27	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	45	0	45	39	0	**39**
	Left-Through		0			0	
	Through	491	0	**573**	369	0	458
	Through-Right		0			0	
	Right	37	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	534		*North-South:*	648
			East-West:	647		*East-West:*	692
			SUM:	1181		*SUM:*	1340
VOLUME/CAPACITY *(V/C)* RATIO:				0.787			0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.687**			**0.793**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
87	North-South Street:	Highland Ave	East-West Street:	Lexington Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	61	1	**61**
	Left-Through		0			0	
	Through	1224	2	421	1044	2	394
	Through-Right		1			1	
	Right	38	0	38	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	39	1	39
	Left-Through		0			0	
	Through	1504	2	**524**	1366	2	**467**
	Through-Right		1			1	
	Right	67	0	67	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	**26**	27	0	27
	Left-Through		0			0	
	Through	53	0	118	197	0	**281**
	Through-Right		0			0	
	Right	39	0	0	57	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	52	0	52	20	0	**20**
	Left-Through		0			0	
	Through	132	0	**237**	64	0	104
	Through-Right		0			0	
	Right	53	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	544		*North-South:*	528
			East-West:	263		*East-West:*	301
			SUM:	807		*SUM:*	829
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.438**			**0.453**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
88	North-South Street:	Fairfax Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	99	1	99
	Left-Through		0			0	
	Through	682	2	341	848	2	**424**
	Through-Right		0			0	
	Right	87	1	0	159	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	77	1	**77**
	Left-Through		0			0	
	Through	932	1	**508**	680	1	393
	Through-Right		1			1	
	Right	84	0	84	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	245	1	245
	Left-Through		0			0	
	Through	360	1	207	1028	1	**545**
	Through-Right		1			1	
	Right	54	0	54	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	273	155	1	**155**
	Left-Through		0			0	
	Through	981	1	**517**	741	1	418
	Through-Right		1			1	
	Right	53	0	53	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	606		*North-South:*	501
			East-West:	612		*East-West:*	700
			SUM:	1218		*SUM:*	1201
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.816**			**0.803**
LEVEL OF SERVICE (LOS):				**D**			**D**

** Signal synchronization at intersections in West Hollywood jurisdiction*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gardner St **East-West Street:** Santa Monica Blvd
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2? *			1			1
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	**12**	33	1	**33**
	Left-Through		0			0	
	Through	79	0	112	157	0	195
	Through-Right		1			1	
	Right	33	0	0	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	61	1	61
	Left-Through		0			0	
	Through	221	0	**294**	177	0	**251**
	Through-Right		1			1	
	Right	73	0	0	74	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	120	1	120
	Left-Through		0			0	
	Through	611	1	313	1189	1	**621**
	Through-Right		1			1	
	Right	14	0	14	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	42	1	**42**
	Left-Through		0			0	
	Through	1215	1	**634**	985	1	534
	Through-Right		1			1	
	Right	53	0	53	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	306		*North-South:*	284
			East-West:	704		*East-West:*	663
			SUM:	1010		*SUM:*	947
	VOLUME/CAPACITY *(V/C)* RATIO:			0.673			0.631
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.603**			**0.561**
	LEVEL OF SERVICE (LOS):			**B**			**A**

** Signal synchronization at intersections in West Hollywood jurisdiction*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
90	North-South Street:	Formosa Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2? *			1			1
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	**60**	118	0	**118**
	Left-Through		1			1	
	Through	8	0	68	29	0	147
	Through-Right		0			0	
	Right	26	1	0	116	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	12	0	12
	Left-Through		0			0	
	Through	48	0	**154**	55	0	**157**
	Through-Right		0			0	
	Right	97	0	0	90	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	35	1	35
	Left-Through		0			0	
	Through	841	1	455	1282	1	**696**
	Through-Right		1			1	
	Right	69	0	69	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	84	1	**84**
	Left-Through		0			0	
	Through	1282	1	**648**	954	1	485
	Through-Right		1			1	
	Right	14	0	14	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	214		*North-South:*	275
			East-West:	665		*East-West:*	780
			SUM:	879		*SUM:*	1055
	VOLUME/CAPACITY *(V/C)* RATIO:			0.617			0.740
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.547**			**0.670**
	LEVEL OF SERVICE (LOS):			**A**			**B**

** Signal synchronization at intersections in West Hollywood jurisdiction*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
91	North-South Street:	La Brea Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	**101**	103	1	103
	Left-Through		0			0	
	Through	699	2	260	953	2	**363**
	Through-Right		1			1	
	Right	82	0	82	135	0	135
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	91	1	**91**
	Left-Through		0			0	
	Through	1066	2	**405**	899	2	347
	Through-Right		1			1	
	Right	148	0	148	143	0	143
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	179	1	179
	Left-Through		0			0	
	Through	627	1	348	989	1	**556**
	Through-Right		1			1	
	Right	68	0	68	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	145	1	**145**
	Left-Through		0			0	
	Through	1001	1	**534**	741	1	408
	Through-Right		1			1	
	Right	66	0	66	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	506		*North-South:*	454
			East-West:	628		*East-West:*	701
			SUM:	1134		*SUM:*	1155
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.840
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.755**			**0.770**
LEVEL OF SERVICE (LOS):				**C**			**C**

** Signal synchronization at intersections in West Hollywood jurisdiction*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
92	North-South Street:	Highland Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	**38**	61	1	**61**
	Left-Through		0			0	
	Through	1112	3	371	964	3	321
	Through-Right		0			0	
	Right	93	1	0	219	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	80	1	80
	Left-Through		0			0	
	Through	1324	2	**513**	1189	2	**444**
	Through-Right		1			1	
	Right	215	0	215	143	0	143
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	117	1	**117**	170	1	170
	Left-Through		0			0	
	Through	829	1	433	1153	1	**597**
	Through-Right		1			1	
	Right	37	0	37	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	201	144	1	**144**
	Left-Through		0			0	
	Through	1071	1	**554**	922	1	501
	Through-Right		1			1	
	Right	37	0	37	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	551		*North-South:*	505
			East-West:	671		*East-West:*	741
			SUM:	1222		*SUM:*	1246
	VOLUME/CAPACITY *(V/C)* RATIO:			0.858			0.874
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.758**			**0.774**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
93	North-South Street:	Las Palmas Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	38	0	38
	Left-Through		0			0	
	Through	61	0	106	153	0	**277**
	Through-Right		0			0	
	Right	19	0	0	86	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	49	50	0	**50**
	Left-Through		0			0	
	Through	90	0	**205**	92	0	195
	Through-Right		0			0	
	Right	66	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	33	1	**33**	80	1	80
	Left-Through		0			0	
	Through	923	1	478	1284	1	**668**
	Through-Right		1			1	
	Right	32	0	32	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	98	1	**98**
	Left-Through		0			0	
	Through	1247	1	**645**	1003	1	543
	Through-Right		1			1	
	Right	42	0	42	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	231		*North-South:*	327
			East-West:	678		*East-West:*	766
			SUM:	909		*SUM:*	1093
VOLUME/CAPACITY *(V/C)* RATIO:				0.606			0.729
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.506**			**0.629**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
94	North-South Street:	Wilcox Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	**23**	17	0	**17**
	Left-Through		0			0	
	Through	87	0	134	181	0	217
	Through-Right		0			0	
	Right	24	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	43	0	43
	Left-Through		0			0	
	Through	129	0	**258**	178	0	**288**
	Through-Right		0			0	
	Right	85	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	68	1	68
	Left-Through		0			0	
	Through	801	1	409	1266	1	**650**
	Through-Right		1			1	
	Right	17	0	17	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	19	1	**19**
	Left-Through		0			0	
	Through	1434	1	**727**	1144	1	595
	Through-Right		1			1	
	Right	20	0	20	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	281		*North-South:*	305
			East-West:	757		*East-West:*	669
			SUM:	1038		*SUM:*	974
	VOLUME/CAPACITY *(V/C)* RATIO:			0.692			0.649
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.592**			**0.549**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
95	North-South Street:	Cahuenga Blvd	East-West Street:	Santa Monica Blvd	
	Scenario:	Existing with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	0	**24**	34	0	**34**
	Left-Through		1			1	
	Through	388	0	250	579	0	376
	Through-Right		1			1	
	Right	16	0	250	37	0	376
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	0	42	58	0	58
	Left-Through		1			1	
	Through	722	0	**492**	645	0	**488**
	Through-Right		1			1	
	Right	177	0	492	99	0	488
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	0	**68**	116	0	116
	Left-Through		1			1	
	Through	753	1	581	1205	1	**951**
	Through-Right		0			0	
	Right	44	1	44	41	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	1	62	42	1	**42**
	Left-Through		0			0	
	Through	1267	1	**655**	1140	1	609
	Through-Right		1			1	
	Right	42	0	42	77	0	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	516		*North-South:*	522
			East-West:	723		*East-West:*	993
			SUM:	1239		*SUM:*	1515
	VOLUME/CAPACITY *(V/C)* RATIO:			0.826			1.010
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.726**			**0.910**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
96	North-South Street:	Vine St	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	74	1	74
	Left-Through		0			0	
	Through	974	2	487	1233	2	**617**
	Through-Right		0			0	
	Right	89	1	22	84	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	83	1	**83**
	Left-Through		0			0	
	Through	1178	1	**657**	1046	1	566
	Through-Right		1			1	
	Right	135	0	135	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	96	1	96
	Left-Through		0			0	
	Through	757	1	411	1174	1	**614**
	Through-Right		1			1	
	Right	64	0	64	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	135	83	1	**83**
	Left-Through		0			0	
	Through	1242	1	**648**	973	1	538
	Through-Right		1			1	
	Right	53	0	53	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	700
			East-West:	709		*East-West:*	697
			SUM:	1446		*SUM:*	1397
VOLUME/CAPACITY *(V/C)* RATIO:				0.964			0.931
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.864**			**0.831**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
97	North-South Street:	Gower St	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	36	1	36
	Left-Through		0			0	
	Through	245	0	299	467	0	**548**
	Through-Right		1			1	
	Right	54	0	0	81	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	71	54	1	**54**
	Left-Through		0			0	
	Through	463	0	**497**	359	0	403
	Through-Right		1			1	
	Right	34	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	80	1	80
	Left-Through		0			0	
	Through	852	1	442	1249	1	**638**
	Through-Right		1			1	
	Right	32	0	32	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	191	1	191	91	1	**91**
	Left-Through		0			0	
	Through	1363	1	**699**	1219	1	640
	Through-Right		1			1	
	Right	35	0	35	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	524		*North-South:*	602
			East-West:	739		*East-West:*	729
			SUM:	1263		*SUM:*	1331
	VOLUME/CAPACITY *(V/C)* RATIO:			0.842			0.887
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.742**			**0.787**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
98	North-South Street:	Bronson Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	7	0	7
	Left-Through		0			0	
	Through	5	0	**16**	10	0	**25**
	Through-Right		0			0	
	Right	3	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	118	1	118
	Left-Through		0			0	
	Through	16	0	**162**	9	0	**123**
	Through-Right		1			1	
	Right	146	0	0	114	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	**69**	92	1	**92**
	Left-Through		0			0	
	Through	930	1	467	1162	1	594
	Through-Right		1			1	
	Right	3	0	3	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	28	1	28
	Left-Through		0			0	
	Through	1369	1	**713**	1233	1	**638**
	Through-Right		1			1	
	Right	56	0	56	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	178		*North-South:*	148
			East-West:	782		*East-West:*	730
			SUM:	960		*SUM:*	878
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.616
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.574**			**0.516**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
99	North-South Street:	Van Ness Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	274	0	376	448	0	**544**
	Through-Right		1			1	
	Right	102	0	0	96	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	450	0	**551**	404	0	481
	Through-Right		1			1	
	Right	101	0	0	77	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	51	1	51
	Left-Through		0			0	
	Through	862	1	501	1133	1	**621**
	Through-Right		1			1	
	Right	139	0	139	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	27	1	**27**
	Left-Through		0			0	
	Through	1287	1	**656**	1120	1	575
	Through-Right		1			1	
	Right	25	0	25	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	551		*North-South:*	544
			East-West:	686		*East-West:*	648
			SUM:	1237		*SUM:*	1192
	VOLUME/CAPACITY *(V/C)* RATIO:			0.825			0.795
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.725**			**0.695**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
100	North-South Street:	Wilton Pl	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	771	1	415	814	1	**442**
	Through-Right		1			1	
	Right	58	0	58	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	808	1	**441**	655	1	337
	Through-Right		1			1	
	Right	73	0	73	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	60	1	60
	Left-Through		0			0	
	Through	818	1	442	1054	1	**561**
	Through-Right		1			1	
	Right	65	0	65	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	91	1	**91**
	Left-Through		0			0	
	Through	1009	1	**511**	1056	1	545
	Through-Right		1			1	
	Right	12	0	12	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	442
			East-West:	548		*East-West:*	652
			SUM:	989		*SUM:*	1094
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.729
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.559**			**0.629**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101

PROJECT TITLE: Crossroads Hollywood
North-South Street: Western Ave East-West Street: Santa Monica Blvd
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	62	1	**62**
	Left-Through		0			0	
	Through	798	2	399	883	2	442
	Through-Right		0			0	
	Right	120	1	29	229	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	95	1	95	73	1	73
	Left-Through		0			0	
	Through	948	1	**535**	958	1	**510**
	Through-Right		1			1	
	Right	122	0	122	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	88	1	88
	Left-Through		0			0	
	Through	782	2	391	972	2	**486**
	Through-Right		0			0	
	Right	64	1	0	63	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	176	1	**176**
	Left-Through		0			0	
	Through	997	1	**515**	1025	1	545
	Through-Right		1			1	
	Right	33	0	33	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	621		*North-South:*	572
			East-West:	567		*East-West:*	662
			SUM:	1188		*SUM:*	1234
VOLUME/CAPACITY *(V/C)* RATIO:				0.864			0.897
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.764**			**0.797**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
102	North-South Street:	US-101 SB On-ramp	East-West Street:	Santa Monica Blvd	
	Scenario:	Existing with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	0	92	108	0	108
	Left-Through		0			0	
	Through	23	0	**125**	34	0	**157**
	Through-Right		0			0	
	Right	10	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	11	0	**11**
	Left-Through		1			1	
	Through	734	1	385	902	1	484
	Through-Right		0			0	
	Right	388	1	388	351	1	351
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	51	46	1	46
	Left-Through		0			0	
	Through	1112	1	**577**	1234	1	**652**
	Through-Right		1			1	
	Right	42	0	42	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	125		*North-South:*	157
			East-West:	583		*East-West:*	663
			SUM:	708		*SUM:*	820
VOLUME/CAPACITY *(V/C)* RATIO:				0.472			0.547
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.372**			**0.447**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103

PROJECT TITLE: Crossroads Hollywood
North-South Street: US-101 NB Off-ramp East-West Street: Santa Monica Blvd
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	456	1	**267**	529	1	**343**
	Left-Through		0			0	
	Through	33	0	267	103	0	343
	Through-Right		0			0	
	Right	44	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	23	0	23
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	59	0	**79**	55	0	**78**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	9	1	**9**	19	1	19
	Left-Through		0			0	
	Through	796	2	398	976	2	**488**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	787	1	**412**	758	1	397
	Through-Right		1			1	
	Right	36	0	36	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	346		*North-South:*	421
			East-West:	421		*East-West:*	488
			SUM:	767		*SUM:*	909
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.638
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.438**			**0.538**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
104	North-South Street:	Highland Ave	East-West Street:	Willoughby Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB* -- 0	*SB* --	0	*NB* -- 0	*SB* --	0
	EB -- 0	*WB* --	0	*EB* -- 0	*WB* --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	53	1	**53**
	Left-Through		0			0	
	Through	1205	2	413	1156	2	398
	Through-Right		1			1	
	Right	33	0	33	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	32	64	1	64
	Left-Through		0			0	
	Through	1461	2	**516**	1343	2	**469**
	Through-Right		1			1	
	Right	86	0	86	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	0	**76**	123	0	123
	Left-Through		0			0	
	Through	92	0	216	310	0	**533**
	Through-Right		0			0	
	Right	48	0	0	100	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	100	0	100	60	0	**60**
	Left-Through		0			0	
	Through	311	0	**459**	146	0	251
	Through-Right		0			0	
	Right	48	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	569		*North-South:*	522
			East-West:	535		*East-West:*	593
			SUM:	1104		*SUM:*	1115
VOLUME/CAPACITY *(V/C)* RATIO:				0.736			0.743
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.636**			**0.643**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
105	North-South Street:	La Brea Ave	East-West Street:	Melrose Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	97	1	97
	Left-Through		0			0	
	Through	1108	2	408	1314	2	**474**
	Through-Right		1			1	
	Right	117	0	117	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	48	40	1	**40**
	Left-Through		0			0	
	Through	1093	2	**421**	1043	2	380
	Through-Right		1			1	
	Right	170	0	170	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	73	1	73	112	1	112
	Left-Through		0			0	
	Through	878	1	**507**	961	1	**538**
	Through-Right		1			1	
	Right	135	0	135	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	212	1	**212**	187	1	**187**
	Left-Through		0			0	
	Through	1246	1	644	873	1	472
	Through-Right		1			1	
	Right	42	0	42	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	514
			East-West:	719		*East-West:*	725
			SUM:	1214		*SUM:*	1239
VOLUME/CAPACITY *(V/C)* RATIO:				0.852			0.869
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.752**			**0.769**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
106	North-South Street:	Highland Ave	East-West Street:	Melrose Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	1	0	1
	Left-Through		1			1	
	Through	1146	0	**645**	1087	0	**634**
	Through-Right		1			1	
	Right	138	0	645	174	0	634
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	90	1	**90**
	Left-Through		0			0	
	Through	1191	2	596	1264	2	632
	Through-Right		0			0	
	Right	396	1	216	157	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	136	1	136
	Left-Through		0			0	
	Through	922	1	475	1094	1	**560**
	Through-Right		1			1	
	Right	28	0	28	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	1	259	256	1	**256**
	Left-Through		0			0	
	Through	1256	1	**645**	953	1	505
	Through-Right		1			1	
	Right	33	0	33	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	724
			East-West:	825		*East-West:*	816
			SUM:	1545		*SUM:*	1540
VOLUME/CAPACITY *(V/C)* RATIO:				1.084			1.081
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.984**			**0.981**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
107	North-South Street:	Vine St	East-West Street:	Melrose Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	99	1	99
	Left-Through		0			0	
	Through	1045	1	553	1177	1	**615**
	Through-Right		1			1	
	Right	60	0	60	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	87	1	**87**
	Left-Through		0			0	
	Through	1076	1	**589**	971	1	527
	Through-Right		1			1	
	Right	101	0	101	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	81	1	81
	Left-Through		0			0	
	Through	1022	1	539	1252	1	**669**
	Through-Right		1			1	
	Right	55	0	55	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	49	1	**49**
	Left-Through		0			0	
	Through	1092	1	**585**	1019	1	563
	Through-Right		1			1	
	Right	77	0	77	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	699		*North-South:*	702
			East-West:	638		*East-West:*	718
			SUM:	1337		*SUM:*	1420
VOLUME/CAPACITY *(V/C)* RATIO:				0.891			0.947
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.791**			**0.847**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gower East-West Street: Melrose Ave
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	336	1	**336**	480	1	**480**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	248	1	171	247	1	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	1	**154**	211	1	**211**
	Left-Through		0			0	
	Through	938	2	469	1157	2	579
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1113	1	**684**	972	1	**627**
	Through-Right		1			1	
	Right	255	0	255	282	0	282
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	336		*North-South:*	480
			East-West:	838		*East-West:*	838
			SUM:	1174		*SUM:*	1318
VOLUME/CAPACITY *(V/C)* RATIO:				0.824			0.925
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.724**			**0.825**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109

PROJECT TITLE: Crossroads Hollywood
North-South Street: Western Ave **East-West Street:** Melrose Ave
Scenario: Existing with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	62	1	**62**
	Left-Through		0			0	
	Through	1123	1	610	1042	1	566
	Through-Right		1			1	
	Right	97	0	97	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	76	90	1	90
	Left-Through		0			0	
	Through	1095	1	**620**	1121	1	**618**
	Through-Right		1			1	
	Right	145	0	145	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	**65**	120	1	120
	Left-Through		0			0	
	Through	1010	1	546	1133	1	**609**
	Through-Right		1			1	
	Right	81	0	81	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	68	1	**68**
	Left-Through		0			0	
	Through	1137	1	**587**	938	1	500
	Through-Right		1			1	
	Right	37	0	37	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	708		*North-South:*	680
			East-West:	652		*East-West:*	677
			SUM:	1360		*SUM:*	1357
VOLUME/CAPACITY *(V/C)* RATIO:				0.907			0.905
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.807**			**0.805**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
110	North-South Street:	Highland Ave	East-West Street:	Rosewood Ave	
	Scenario:	Existing with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	**28**	31	0	**31**
	Left-Through		1			1	
	Through	1391	0	808	1287	0	772
	Through-Right		1			1	
	Right	56	0	808	71	0	772
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	0	5	17	0	17
	Left-Through		1			1	
	Through	1558	0	**810**	1456	0	**790**
	Through-Right		1			1	
	Right	31	0	810	21	0	790
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	0	**29**	35	0	35
	Left-Through		0			0	
	Through	33	0	89	179	0	**235**
	Through-Right		0			0	
	Right	27	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	54	0	54	27	0	**27**
	Left-Through		0			0	
	Through	55	0	**115**	12	0	40
	Through-Right		0			0	
	Right	6	0	0	1	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	838		*North-South:*	821
			East-West:	144		*East-West:*	262
			SUM:	982		*SUM:*	1083
VOLUME/CAPACITY *(V/C)* RATIO:				0.655			0.722
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.555**			**0.622**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
111	North-South Street:	Highland Ave	East-West Street:	Beverly Blvd
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**0**	3	0	0
	Left-Through		0			0	
	Through	1361	1	732	1287	1	**711**
	Through-Right		1			1	
	Right	103	0	103	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	0	2	0	**0**
	Left-Through		0			0	
	Through	1362	1	**766**	1290	1	697
	Through-Right		1			1	
	Right	170	0	170	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	1	**133**	119	1	119
	Left-Through		0			0	
	Through	970	1	501	1362	1	**685**
	Through-Right		1			1	
	Right	32	0	32	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	88	1	**88**
	Left-Through		0			0	
	Through	1188	1	**606**	1119	1	578
	Through-Right		1			1	
	Right	23	0	23	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	766		*North-South:*	711
			East-West:	739		*East-West:*	773
			SUM:	1505		*SUM:*	1484
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			1.041
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.956**			**0.941**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
1	North-South Street:	Cahuenga Blvd East	East-West Street:	Pilgrimage Bridge
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	28	71	0	71
	Left-Through		1			1	
	Through	1314	2	**447**	2529	2	**867**
	Through-Right		0			0	
	Right	15	1	15	5	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	0	148	292	0	292
	Left-Through		1			1	
	Through	9	0	157	4	0	**296**
	Through-Right		0			0	
	Right	622	1	**622**	239	1	239
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	**3**	11	0	**11**
	Left-Through		1			1	
	Through	1	0	4	3	0	14
	Through-Right		0			0	
	Right	3	1	3	6	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	447		*North-South:*	867
			East-West:	625		*East-West:*	307
			SUM:	1072		*SUM:*	1174
VOLUME/CAPACITY *(V/C)* RATIO:				0.715			0.783
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.615**			**0.683**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
2	North-South Street:	Highland Ave / US 101 I	East-West Street:	Pat Moore Wy / Hollywood Bowl R
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	**11**	16	0	**16**
	Left-Through		1			1	
	Through	2794	2	761	3035	2	815
	Through-Right		1			1	
	Right	182	0	761	127	0	815
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	105	163	1	163
	Left-Through		0			0	
	Through	2686	3	**895**	3154	3	**1051**
	Through-Right		0			0	
	Right	6	1	6	15	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	14	0	**14**
	Left-Through		1			1	
	Through	2	1	**1**	9	1	9
	Through-Right		0			0	
	Right	2	2	1	9	2	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	906		*North-South:*	1067
			East-West:	1		*East-West:*	14
			SUM:	907		*SUM:*	1081
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.759
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.536**			**0.659**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
3	North-South Street:	US-101 NB Off-ramp	East-West Street:	Cahuenga Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	0	68	109	0	109
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	0	**73**	4	0	**113**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	673	1	673	271	1	271
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1380	2	**690**	2594	2	**1297**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	73		*North-South:*	113
			East-West:	690		*East-West:*	1297
			SUM:	763		*SUM:*	1410
	VOLUME/CAPACITY *(V/C)* RATIO:			0.509			0.940
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.409**			**0.840**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
4	North-South Street:	Highland Ave	East-West Street:	Odin St	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	2852	3	**951**	3151	3	**1050**
	Through-Right		0			0	
	Right	237	1	29	321	1	265
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	8	1	**8**	23	1	**23**
	Left-Through		0			0	
	Through	2759	2	920	3102	2	1035
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	2	0	**2**
	Left-Through		1			1	
	Through	8	1	**6**	2	1	2
	Through-Right		0			0	
	Right	2	1	2	2	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	1	**208**	56	1	**56**
	Left-Through		0			0	
	Through	8	1	8	1	1	1
	Through-Right		0			0	
	Right	19	1	15	19	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	959		*North-South:*	1073
			East-West:	214		*East-West:*	58
			SUM:	1173		*SUM:*	1131
VOLUME/CAPACITY *(V/C)* RATIO:				0.853			0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.753**			**0.723**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
5	North-South Street:	Odin St	East-West Street:	Cahuenga Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	198	1	**124**	287	1	**190**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	50	0	124	92	0	190
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	665	0	**683**	273	0	274
	Through-Right		1			1	
	Right	18	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	**17**	25	1	25
	Left-Through		0			0	
	Through	1160	1	580	2319	1	**1160**
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	124		*North-South:*	190
			East-West:	700		*East-West:*	1160
			SUM:	824		*SUM:*	1350
	VOLUME/CAPACITY *(V/C)* RATIO:			0.578			0.947
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.478**			**0.847**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
6	North-South Street:	Highland Ave	East-West Street:	Camrose Dr / Milner Rd	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	26	1	26
	Left-Through		0			0	
	Through	2949	2	**988**	3265	2	**1095**
	Through-Right		1			1	
	Right	15	0	15	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	**16**	9	1	**9**
	Left-Through		0			0	
	Through	2854	2	957	2787	2	995
	Through-Right		1			1	
	Right	17	0	17	198	0	198
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	0	**116**	139	0	**139**
	Left-Through		0			0	
	Through	2	0	136	3	0	159
	Through-Right		0			0	
	Right	18	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	19	0	19	15	0	15
	Left-Through		0			0	
	Through	38	0	**83**	10	0	**42**
	Through-Right		0			0	
	Right	26	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1004		*North-South:*	1104
			East-West:	199		*East-West:*	181
			SUM:	1203		*SUM:*	1285
	VOLUME/CAPACITY *(V/C)* RATIO:			0.802			0.857
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.702**			**0.757**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
7	North-South Street:	Cahuenga Blvd	East-West Street:	US-101 NB Off-ramp
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1105	2	**553**	2326	2	**1163**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	344	2	172
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	361	1	**197**	85	1	**84**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	32	0	197	83	0	84
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	553		*North-South:*	1163
			East-West:	197		*East-West:*	84
			SUM:	750		*SUM:*	1247
VOLUME/CAPACITY *(V/C)* RATIO:				0.500			0.831
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.400**			**0.731**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
8	North-South Street:	La Brea Ave	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	16	1	16
	Left-Through		0			0	
	Through	93	1	93	197	1	**197**
	Through-Right		0			0	
	Right	1006	2	0	524	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	72	0	**112**	79	0	125
	Through-Right		1			1	
	Right	40	0	0	46	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	9	1	9	88	1	88
	Left-Through		0			0	
	Through	251	2	**126**	180	2	90
	Through-Right		0			0	
	Right	64	1	49	103	1	**95**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1408	2	**774**	1106	2	**608**
	Left-Through		0			0	
	Through	113	1	113	135	1	135
	Through-Right		0			0	
	Right	44	1	44	56	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	142		*North-South:*	197
			East-West:	900		*East-West:*	703
			SUM:	1042		*SUM:*	900
VOLUME/CAPACITY *(V/C)* RATIO:				0.731			0.632
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.631**			**0.532**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
9	North-South Street:	Outpost Dr	East-West Street:	Franklin Ave	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	0	121	62	0	62
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	325	0	**446**	71	0	**133**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	47	0	47	70	0	70
	Left-Through		1			1	
	Through	1272	1	**777**	1257	1	**839**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1230	1	635	1107	1	590
	Through-Right		1			1	
	Right	40	0	40	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	446		*North-South:*	133
			East-West:	777		*East-West:*	839
			SUM:	1223		*SUM:*	972
	VOLUME/CAPACITY *(V/C)* RATIO:			0.815			0.648
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.715**			**0.548**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
10	North-South Street:	Orange Dr	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	55	0	55
	Left-Through		0			0	
	Through	2	0	**95**	11	0	**304**
	Through-Right		0			0	
	Right	77	0	0	238	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	**4**	2	0	**2**
	Left-Through		0			0	
	Through	1	0	6	3	0	13
	Through-Right		0			0	
	Right	1	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	0	0	**0**
	Left-Through		1			1	
	Through	1294	0	662	911	0	465
	Through-Right		1			1	
	Right	18	0	662	19	0	465
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	0	52	80	0	80
	Left-Through		1			1	
	Through	1405	0	**862**	1251	0	**805**
	Through-Right		1			1	
	Right	6	0	862	38	0	805
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	99		*North-South:*	306
			East-West:	864		*East-West:*	805
			SUM:	963		*SUM:*	1111
	VOLUME/CAPACITY *(V/C)* RATIO:			0.642			0.741
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.542**			**0.641**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
11	North-South Street:	Orchid Ave	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**5**	3	0	3
	Left-Through		0			0	
	Through	4	0	33	11	0	**44**
	Through-Right		0			0	
	Right	24	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	20	0	**20**
	Left-Through		0			0	
	Through	3	0	**42**	1	0	50
	Through-Right		0			0	
	Right	25	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	20	0	**20**	18	0	**18**
	Left-Through		1			1	
	Through	1324	0	728	1076	0	601
	Through-Right		1			1	
	Right	12	0	728	18	0	601
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	0	9	15	0	15
	Left-Through		1			1	
	Through	1495	0	**776**	1308	0	**704**
	Through-Right		1			1	
	Right	2	0	776	9	0	704
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	47		*North-South:*	64
			East-West:	796		*East-West:*	722
			SUM:	843		*SUM:*	786
VOLUME/CAPACITY *(V/C)* RATIO:				0.562			0.524
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.462**			**0.424**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
12	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (South)
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	1	EB -- 0	WB --	1
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1802	2	607	2042	2	688
	Through-Right		1			1	
	Right	19	0	19	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2142	3	714	1910	3	637
	Through-Right		0			0	
	Right	1567	1	**1257**	1132	1	**836**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1238	1	**621**	1177	1	**593**
	Left-Through		1			1	
	Through	3	0	621	9	0	593
	Through-Right		0			0	
	Right	45	1	45	95	1	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	12	1	**12**	59	1	**59**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1257		*North-South:*	836
			East-West:	633		*East-West:*	652
			SUM:	1890		*SUM:*	1488
VOLUME/CAPACITY *(V/C)* RATIO:				1.260			0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.160**			**0.892**
LEVEL OF SERVICE (LOS):				**F**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
13	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (North)	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3020	3	**1007**	2674	3	**891**
	Through-Right		0			0	
	Right	166	1	0	294	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	199	1	**199**
	Left-Through		0			0	
	Through	2690	3	897	2643	3	881
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	947	2	**521**	562	2	309
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	175	1	70	643	1	**444**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1112		*North-South:*	1090
			East-West:	521		*East-West:*	444
			SUM:	1633		*SUM:*	1534
VOLUME/CAPACITY *(V/C)* RATIO:				1.146			1.076
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.046**			**0.976**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
14	North-South Street:	Whitley Ave	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	34	93	0	93
	Left-Through		0			0	
	Through	11	0	**88**	27	0	**197**
	Through-Right		0			0	
	Right	43	0	0	77	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	35	0	**35**	30	0	**30**
	Left-Through		0			0	
	Through	16	0	80	15	0	69
	Through-Right		0			0	
	Right	29	0	0	24	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	16	0	**16**	12	0	**12**
	Left-Through		0			0	
	Through	342	0	383	422	0	476
	Through-Right		0			0	
	Right	25	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	47	0	47
	Left-Through		0			0	
	Through	1007	0	**1069**	873	0	**948**
	Through-Right		0			0	
	Right	12	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	123		*North-South:*	227
			East-West:	1085		*East-West:*	960
			SUM:	1208		*SUM:*	1187
VOLUME/CAPACITY *(V/C)* RATIO:				0.805			0.791
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.705**			**0.691**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
15	North-South Street:	Wilcox Ave	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	88	0	**88**
	Left-Through		0			0	
	Through	11	0	164	29	0	318
	Through-Right		0			0	
	Right	111	0	0	201	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	46	0	46
	Left-Through		0			0	
	Through	321	0	**627**	222	0	**466**
	Through-Right		0			0	
	Right	275	0	0	198	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	12	0	**12**
	Left-Through		0			0	
	Through	373	0	406	543	0	590
	Through-Right		0			0	
	Right	27	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	47	1	47
	Left-Through		0			0	
	Through	799	0	**836**	595	0	**631**
	Through-Right		1			1	
	Right	37	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	669		*North-South:*	554
			East-West:	842		*East-West:*	643
			SUM:	1511		*SUM:*	1197
	VOLUME/CAPACITY *(V/C)* RATIO:			1.007			0.798
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.907**			**0.698**
	LEVEL OF SERVICE (LOS):			**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

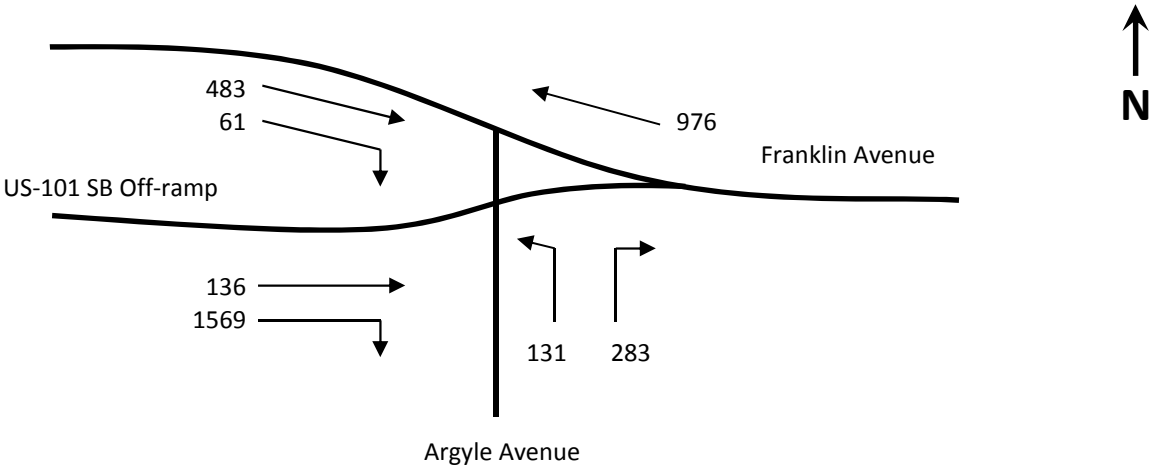
I/S #:	PROJECT TITLE:	Crossroads Hollywood		
16	North-South Street:	Cahuenga Blvd	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	48	1	48
	Left-Through		0			0	
	Through	842	2	421	1694	2	**847**
	Through-Right		0			0	
	Right	87	1	0	148	1	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	101	75	1	**75**
	Left-Through		0			0	
	Through	1518	2	**759**	755	2	378
	Through-Right		0			0	
	Right	109	1	38	51	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	188	1	**188**
	Left-Through		0			0	
	Through	338	0	379	520	1	293
	Through-Right		1			1	
	Right	41	0	0	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	211	1	211	86	1	86
	Left-Through		0			0	
	Through	821	1	**821**	528	1	**528**
	Through-Right		0			0	
	Right	169	1	119	529	1	492
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	796		*North-South:*	922
			East-West:	963		*East-West:*	716
			SUM:	1759		*SUM:*	1638
	VOLUME/CAPACITY *(V/C)* RATIO:			1.173			1.092
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.073**			**0.992**
	LEVEL OF SERVICE (LOS):			**F**			**E**

Version: 1i Beta; 8/4/2011

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future without Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{976}{2} = 488$ or

Eastbound Through (Franklin): $\frac{483}{2} = 242$ or

Eastbound Through (US-101): 136

Critical Volume #1 (CV1): **488**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{131 + 283}{2} = \frac{414}{2} = 207$ or

Northbound Right: 283 or

Eastbound Right (Franklin): 61

Critical Volume #2 (CV2): **207**

Critical Volume: 488 + 207 = **695**

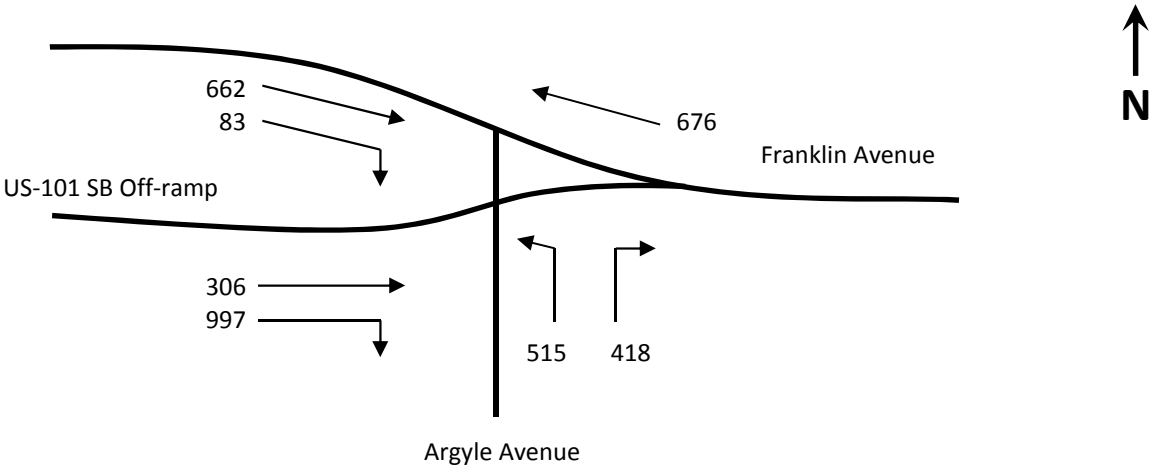
Intersection V/C: $\frac{695}{1500} =$ **0.463**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.363** **Intersection LOS:** **A**

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future without Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{676}{2} = 338$ or

Eastbound Through (Franklin): $\frac{662}{2} = 331$ or

Eastbound Through (US-101): 306

Critical Volume #1 (CV1): **338**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{515 + 418}{2} = \frac{933}{2} = 467$ or

Northbound Right: 418 or

Eastbound Right (Franklin): 83

Critical Volume #2 (CV2): **467**

Critical Volume: 338 + 467 = **805**

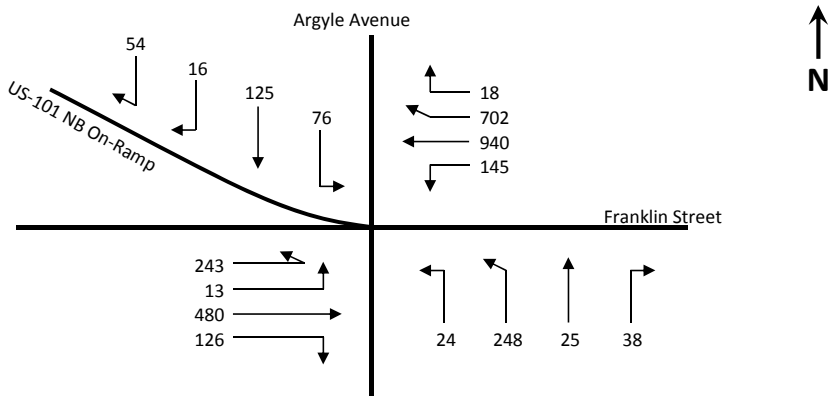
Intersection V/C: $\frac{805}{1500} =$ **0.537**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.437** **Intersection LOS:** **A**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future without Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

243 + 13 = 256 and

Westbound Throughs + Rights:

$$\frac{940 + \frac{702}{2} + 18}{} = \frac{1660}{2} = 830 \quad \text{or}$$

Westbound Rights: 702 + 18 = 720 or

Westbound Lefts: 145 and

Eastbound Throughs: $\frac{480}{2} = 240$ or

Eastbound Rights: 126

Critical Volume #1 (CV1): **1086**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{24 + \frac{248}{2} + 25}{} = \frac{297}{2} = 149 \quad \text{or}$$

Northbound Rights: 38 - 0.5*WBL = 0

Critical Volume #2 (CV2): **149**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 76 or

Southbound Throughs + Rights:

$$\frac{125 + \frac{16}{2} + 54}{} = \frac{195}{2} = 98 \quad \text{or}$$

Southbound Rights: 16 + 54 = 70

Critical Volume #3 (CV3): **98**

Critical Volume: 1086 + 149 + 98 = **1333**

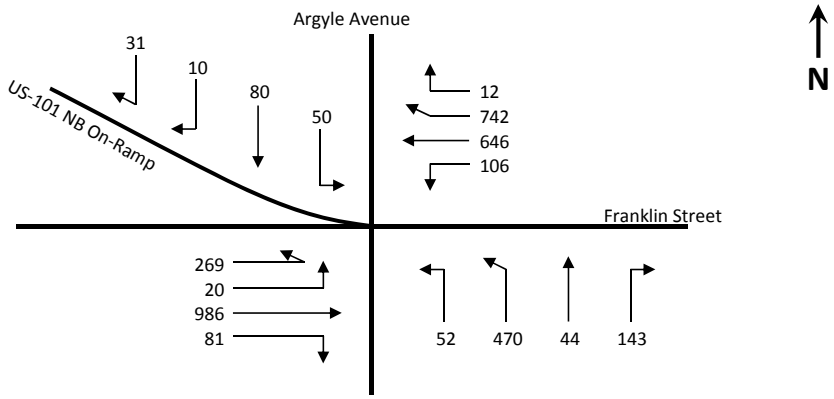
Intersection V/C: $\frac{1333}{1375} = \mathbf{0.969}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.869** **Intersection LOS:** **D**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future without Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

269 + 20 = 289 and

Westbound Throughs + Rights:

$$\frac{646 + \frac{742}{2} + 12}{} = \frac{1400}{2} = 700 \quad \text{or}$$

Westbound Rights: 742 + 12 = 754 or

Westbound Lefts: 106 and

Eastbound Throughs: $\frac{986}{2} = 493$ or

Eastbound Rights: 81

Critical Volume #1 (CV1): **1043**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{52 + \frac{470}{2} + 44}{} = \frac{566}{2} = 283 \quad \text{or}$$

Northbound Rights: 143 - 0.5*WBL = 90

Critical Volume #2 (CV2): **283**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 50 or

Southbound Throughs + Rights:

$$\frac{80 + \frac{10}{2} + 31}{} = \frac{121}{2} = 61 \quad \text{or}$$

Southbound Rights: 10 + 31 = 41

Critical Volume #3 (CV3): **61**

Critical Volume: 1043 + 283 + 61 = **1387**

Intersection V/C: $\frac{1387}{1375} =$ **1.009**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.909** **Intersection LOS:** **E**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
19	North-South Street:	Gower St	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	304	1	184	477	1	313
	Left-Through		1			1	
	Through	64	0	184	148	0	313
	Through-Right		0			0	
	Right	298	1	**194**	492	1	**433**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	21	0	21
	Left-Through		0			0	
	Through	158	0	**231**	96	0	**132**
	Through-Right		0			0	
	Right	54	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	16	1	16
	Left-Through		0			0	
	Through	543	1	303	1032	1	**543**
	Through-Right		1			1	
	Right	62	0	62	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	1	209	119	1	**119**
	Left-Through		0			0	
	Through	1343	1	**674**	996	1	508
	Through-Right		1			1	
	Right	5	0	5	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	425		*North-South:*	565
			East-West:	684		*East-West:*	662
			SUM:	1109		*SUM:*	1227
	VOLUME/CAPACITY *(V/C)* RATIO:			0.778			0.861
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.678**			**0.761**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
20	North-South Street:	Beachwood Dr	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	24	0	24
	Left-Through		0			0	
	Through	48	0	**93**	51	0	**102**
	Through-Right		0			0	
	Right	34	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	184	0	**184**	225	0	**225**
	Left-Through		1			1	
	Through	0	0	184	1	0	226
	Through-Right		0			0	
	Right	175	1	77	202	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	**98**	205	1	**205**
	Left-Through		0			0	
	Through	779	1	393	1244	1	624
	Through-Right		1			1	
	Right	6	0	6	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	3	5	1	5
	Left-Through		0			0	
	Through	1392	1	**756**	982	1	**582**
	Through-Right		1			1	
	Right	120	0	120	181	0	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	327
			East-West:	854		*East-West:*	787
			SUM:	1131		*SUM:*	1114
VOLUME/CAPACITY *(V/C)* RATIO:				0.794			0.782
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.694**			**0.682**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
21	North-South Street:	Bronson Ave	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	**35**	48	0	48
	Left-Through		0			0	
	Through	120	0	259	164	0	**456**
	Through-Right		0			0	
	Right	104	0	0	244	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	86	0	86	100	0	**100**
	Left-Through		0			0	
	Through	182	0	**368**	134	0	336
	Through-Right		0			0	
	Right	100	0	0	102	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	88	1	**88**	129	1	129
	Left-Through		0			0	
	Through	759	1	433	1224	1	**643**
	Through-Right		1			1	
	Right	106	0	106	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	195	1	195	125	1	**125**
	Left-Through		0			0	
	Through	1242	1	**649**	982	1	517
	Through-Right		1			1	
	Right	55	0	55	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	403		*North-South:*	556
			East-West:	737		*East-West:*	768
			SUM:	1140		*SUM:*	1324
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.883
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.660**			**0.783**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
22	North-South Street:	Wilton Pl	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	0	68	98	0	98
	Left-Through		0			0	
	Through	6	0	**146**	12	0	**209**
	Through-Right		0			0	
	Right	72	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	42	0	**42**	34	0	**34**
	Left-Through		0			0	
	Through	12	0	62	17	0	53
	Through-Right		0			0	
	Right	8	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	**8**	5	1	5
	Left-Through		0			0	
	Through	1011	1	536	1617	1	**841**
	Through-Right		1			1	
	Right	60	0	60	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	178	131	1	**131**
	Left-Through		0			0	
	Through	1665	1	**837**	1223	1	615
	Through-Right		1			1	
	Right	8	0	8	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	188		*North-South:*	243
			East-West:	845		*East-West:*	972
			SUM:	1033		*SUM:*	1215
	VOLUME/CAPACITY *(V/C)* RATIO:			0.689			0.810
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.589**			**0.710**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
23	North-South Street:	Western Ave	East-West Street:	Franklin Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	164	1	**164**
	Left-Through		0			0	
	Through	407	1	238	818	1	476
	Through-Right		1			1	
	Right	68	0	68	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	48	1	48
	Left-Through		0			0	
	Through	1100	2	550	830	2	**415**
	Through-Right		0			0	
	Right	954	1	**604**	610	1	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**350**	430	1	430
	Left-Through		0			0	
	Through	684	1	400	1173	1	**659**
	Through-Right		1			1	
	Right	116	0	116	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	107	1	107	86	1	**86**
	Left-Through		0			0	
	Through	826	1	**421**	586	1	302
	Through-Right		1			1	
	Right	15	0	15	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	699		*North-South:*	579
			East-West:	771		*East-West:*	745
			SUM:	1470		*SUM:*	1324
VOLUME/CAPACITY *(V/C)* RATIO:				1.032			0.929
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.932**			**0.829**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
24	North-South Street:	Highland Ave	East-West Street:	Johnny Grant Wy / Yucca St
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	**71**	85	1	**85**
	Left-Through		0			0	
	Through	1740	2	590	1855	2	630
	Through-Right		1			1	
	Right	31	0	31	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	34	1	34
	Left-Through		0			0	
	Through	2071	3	**690**	1855	3	**618**
	Through-Right		0			0	
	Right	224	1	208	128	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	**16**	139	1	**72**
	Left-Through		1			1	
	Through	2	0	16	5	0	72
	Through-Right		0			0	
	Right	53	1	18	108	1	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	51	1	**41**	78	1	**61**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	761		*North-South:*	703
			East-West:	57		*East-West:*	133
			SUM:	818		*SUM:*	836
VOLUME/CAPACITY *(V/C)* RATIO:				0.574			0.587
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.474**			**0.487**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
25	North-South Street:	Cahuenga Blvd	East-West Street:	Yucca St
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	38	1	38
	Left-Through		0			0	
	Through	824	1	433	1401	1	**730**
	Through-Right		1			1	
	Right	42	0	42	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	64	1	**64**
	Left-Through		0			0	
	Through	1650	2	**825**	786	2	393
	Through-Right		0			0	
	Right	34	1	34	33	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	0	58	145	0	**145**
	Left-Through		0			0	
	Through	32	0	**104**	60	0	224
	Through-Right		0			0	
	Right	14	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	98	1	**98**	46	1	46
	Left-Through		0			0	
	Through	65	1	65	79	1	79
	Through-Right		0			0	
	Right	95	1	62	295	1	**263**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	835		*North-South:*	794
			East-West:	202		*East-West:*	408
			SUM:	1037		*SUM:*	1202
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.801
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.701**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
26	North-South Street:	Ivar Ave	East-West Street:	Yucca St
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	145	0	145
	Left-Through		0			0	
	Through	3	0	**78**	15	0	**276**
	Through-Right		0			0	
	Right	45	0	0	116	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	**2**	1	0	**1**
	Left-Through		0			0	
	Through	11	0	22	1	0	5
	Through-Right		0			0	
	Right	9	0	0	3	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	9	1	9	11	1	**11**
	Left-Through		0			0	
	Through	96	1	**96**	175	1	175
	Through-Right		0			0	
	Right	50	1	50	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	347	1	**347**	45	1	45
	Left-Through		0			0	
	Through	210	1	210	334	1	**334**
	Through-Right		0			0	
	Right	11	1	11	17	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	80		*North-South:*	277
			East-West:	443		*East-West:*	345
			SUM:	523		*SUM:*	622
	VOLUME/CAPACITY *(V/C)* RATIO:			0.349			0.415
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.249**			**0.315**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
27	North-South Street:	Vine St	East-West Street:	Yucca St
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	254	1	**254**
	Left-Through		0			0	
	Through	409	1	296	859	1	568
	Through-Right		1			1	
	Right	182	0	182	277	0	277
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	105	41	1	41
	Left-Through		0			0	
	Through	1142	1	**749**	1001	1	**523**
	Through-Right		1			1	
	Right	355	0	355	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	54	1	54
	Left-Through		0			0	
	Through	69	1	**69**	153	1	**153**
	Through-Right		0			0	
	Right	64	1	20	86	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	**118**	111	1	**111**
	Left-Through		0			0	
	Through	149	1	79	89	1	51
	Through-Right		1			1	
	Right	8	0	8	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	838		*North-South:*	777
			East-West:	187		*East-West:*	264
			SUM:	1025		*SUM:*	1041
VOLUME/CAPACITY *(V/C)* RATIO:				0.683			0.694
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.583**			**0.594**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
28	North-South Street:	Argyle Ave	East-West Street:	Yucca St
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 / EB -- 0	SB -- / WB --	1 / 0	NB -- 0 / EB -- 0	SB -- / WB --	1 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	**22**	43	0	43
	Left-Through		1			1	
	Through	200	0	116	516	0	**294**
	Through-Right		1			1	
	Right	9	0	116	29	0	294
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	3	10	0	**10**
	Left-Through		1			1	
	Through	218	0	**111**	119	0	70
	Through-Right		1			1	
	Right	3	1	0	4	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	172	1	**172**	295	1	**295**
	Left-Through		0			0	
	Through	29	1	29	96	1	96
	Through-Right		0			0	
	Right	133	1	133	82	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	13	1	13
	Left-Through		0			0	
	Through	175	0	**234**	102	0	**192**
	Through-Right		1			1	
	Right	59	0	0	90	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	133		*North-South:*	304
			East-West:	406		*East-West:*	487
			SUM:	539		*SUM:*	791
VOLUME/CAPACITY *(V/C)* RATIO:				0.359			0.527
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.259**			**0.427**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
29	North-South Street:	Gower St	East-West Street:	Carlos Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	20	1	20
	Left-Through		0			0	
	Through	367	1	193	833	1	**425**
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	17	0	**17**
	Left-Through		1			1	
	Through	930	0	**504**	607	0	350
	Through-Right		1			1	
	Right	49	0	504	25	0	350
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	0	18	13	0	13
	Left-Through		0			0	
	Through	6	0	**63**	0	0	**45**
	Through-Right		0			0	
	Right	39	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	13	0	13
	Left-Through		0			0	
	Through	4	0	**71**	2	0	**75**
	Through-Right		0			0	
	Right	33	0	0	60	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	538		*North-South:*	442
			East-West:	134		*East-West:*	120
			SUM:	672		*SUM:*	562
	VOLUME/CAPACITY *(V/C)* RATIO:			0.472			0.394
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.372**			**0.294**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
30	North-South Street:	Laurel Canyon Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	3	EB -- 2	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	693	1	**427**	1124	1	**659**
	Through-Right		1			1	
	Right	161	0	161	193	0	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	1	**480**	474	1	**474**
	Left-Through		0			0	
	Through	1508	1	775	1099	1	562
	Through-Right		1			1	
	Right	42	0	42	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	9	0	9	54	0	54
	Left-Through		0			0	
	Through	26	0	**36**	58	0	**116**
	Through-Right		0			0	
	Right	1	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	510	2	0	556	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	907		*North-South:*	1133
			East-West:	36		*East-West:*	116
			SUM:	943		*SUM:*	1249
	VOLUME/CAPACITY *(V/C)* RATIO:			0.662			0.876
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.562**			**0.776**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
31	North-South Street:	Fairfax Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	1	**196**	395	1	**395**
	Left-Through		0			0	
	Through	24	1	24	39	1	39
	Through-Right		0			0	
	Right	535	1	0	824	1	223
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	3	0	3
	Left-Through		0			0	
	Through	34	0	**49**	23	0	**28**
	Through-Right		0			0	
	Right	5	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	11	1	11
	Left-Through		0			0	
	Through	437	1	437	664	1	**435**
	Through-Right		1			1	
	Right	663	0	**565**	206	0	206
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	834	1	**834**	601	1	**601**
	Left-Through		0			0	
	Through	743	1	376	521	1	265
	Through-Right		1			1	
	Right	8	0	8	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	245		*North-South:*	423
			East-West:	1399		*East-West:*	1036
			SUM:	1644		*SUM:*	1459
VOLUME/CAPACITY *(V/C)* RATIO:				1.154			1.024
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.054**			**0.924**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
32	North-South Street:	Nichols Canyon Rd / G	East-West Street:	Hollywood Blvd	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	21	0	21
	Left-Through		0			0	
	Through	15	0	46	178	0	**255**
	Through-Right		0			0	
	Right	25	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	87	0	87	46	0	**46**
	Left-Through		0			0	
	Through	181	0	**526**	35	0	134
	Through-Right		0			0	
	Right	258	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	167	1	**167**
	Left-Through		0			0	
	Through	997	1	504	1359	1	687
	Through-Right		1			1	
	Right	11	0	11	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	1	34	23	1	23
	Left-Through		0			0	
	Through	1390	1	**719**	1100	1	**578**
	Through-Right		1			1	
	Right	47	0	47	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	301
			East-West:	760		*East-West:*	745
			SUM:	1292		*SUM:*	1046
VOLUME/CAPACITY *(V/C)* RATIO:				0.861			0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.761**			**0.597**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
33	North-South Street:	Gardner St	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	50	0	50
	Left-Through		0			0	
	Through	41	0	**132**	92	0	**207**
	Through-Right		0			0	
	Right	59	0	0	65	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	6	0	**6**	2	0	**2**
	Left-Through		0			0	
	Through	38	0	89	25	0	58
	Through-Right		0			0	
	Right	45	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	57	1	57
	Left-Through		0			0	
	Through	1000	1	526	1403	1	**711**
	Through-Right		1			1	
	Right	51	0	51	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	62	1	**62**
	Left-Through		0			0	
	Through	1646	1	**826**	1145	1	574
	Through-Right		1			1	
	Right	5	0	5	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	138		*North-South:*	209
			East-West:	841		*East-West:*	773
			SUM:	979		*SUM:*	982
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.655
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.555**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 34

PROJECT TITLE: Crossroads Hollywood
North-South Street: Fuller Ave **East-West Street:** Hollywood Blvd
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	23	0	**23**	46	0	46
	Left-Through		0			0	
	Through	57	0	119	173	0	**263**
	Through-Right		0			0	
	Right	39	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	28	0	**28**
	Left-Through		0			0	
	Through	65	0	**225**	69	0	159
	Through-Right		0			0	
	Right	129	0	0	62	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	183	1	**183**
	Left-Through		0			0	
	Through	948	1	492	1225	1	630
	Through-Right		1			1	
	Right	36	0	36	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	36	1	36
	Left-Through		0			0	
	Through	1631	2	**816**	1139	2	**570**
	Through-Right		0			0	
	Right	44	1	44	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	248		*North-South:*	291
			East-West:	860		*East-West:*	753
			SUM:	1108		*SUM:*	1044
VOLUME/CAPACITY *(V/C)* RATIO:				0.739			0.696
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.639**			**0.596**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 35

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave **East-West Street:** Hollywood Blvd
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	78	1	**78**	93	1	**93**
	Left-Through		0			0	
	Through	685	2	343	684	2	342
	Through-Right		0			0	
	Right	168	1	0	300	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	37	1	37
	Left-Through		0			0	
	Through	810	1	**801**	641	1	**605**
	Through-Right		1			1	
	Right	792	0	792	569	0	569
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	426	1	**426**	458	1	**458**
	Left-Through		0			0	
	Through	549	1	347	802	1	462
	Through-Right		1			1	
	Right	145	0	145	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	276	1	276	255	1	255
	Left-Through		0			0	
	Through	871	1	**445**	557	1	**305**
	Through-Right		1			1	
	Right	18	0	18	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	879		*North-South:*	698
			East-West:	871		*East-West:*	763
			SUM:	1750		*SUM:*	1461
VOLUME/CAPACITY *(V/C)* RATIO:				1.228			1.025
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.128**			**0.925**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
36	North-South Street:	Orange Dr	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	62	0	62
	Left-Through		1			1	
	Through	25	0	**51**	40	0	**102**
	Through-Right		0			0	
	Right	79	1	45	104	1	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	0	11	38	0	38
	Left-Through		1			1	
	Through	17	0	**28**	23	0	**61**
	Through-Right		0			0	
	Right	29	1	6	119	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	162	1	162
	Left-Through		0			0	
	Through	749	1	395	891	1	**486**
	Through-Right		1			1	
	Right	41	0	41	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	70	1	**70**
	Left-Through		0			0	
	Through	1122	1	**580**	711	1	393
	Through-Right		1			1	
	Right	38	0	38	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	79		*North-South:*	163
			East-West:	627		*East-West:*	556
			SUM:	706		*SUM:*	719
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.523
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.413**			**0.423**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 37

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave East-West Street: Hollywood Blvd
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	47	1	47
	Left-Through		0			0	
	Through	1662	2	581	1687	2	**586**
	Through-Right		1			1	
	Right	81	0	81	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	72	134	1	**134**
	Left-Through		0			0	
	Through	1877	2	**689**	1697	2	618
	Through-Right		1			1	
	Right	190	0	190	156	0	156
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	1	**213**	181	1	**181**
	Left-Through		0			0	
	Through	556	2	278	700	2	350
	Through-Right		0			0	
	Right	41	1	20	78	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	164	1	164
	Left-Through		0			0	
	Through	1035	2	**518**	711	2	**356**
	Through-Right		0			0	
	Right	55	1	0	120	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	710		*North-South:*	720
			East-West:	731		*East-West:*	537
			SUM:	1441		*SUM:*	1257
	VOLUME/CAPACITY *(V/C)* RATIO:			1.048			0.914
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.948**			**0.814**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
38	North-South Street:	Las Palmas Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	28	0	28
	Left-Through		0			0	
	Through	79	0	135	369	0	**455**
	Through-Right		0			0	
	Right	44	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	39	0	39	58	0	**58**
	Left-Through		0			0	
	Through	71	0	**174**	75	0	186
	Through-Right		0			0	
	Right	64	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	76	1	**76**
	Left-Through		0			0	
	Through	642	1	327	883	1	452
	Through-Right		1			1	
	Right	12	0	12	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	225	1	225	61	1	61
	Left-Through		0			0	
	Through	1216	1	**628**	892	1	**475**
	Through-Right		1			1	
	Right	39	0	39	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	186		*North-South:*	513
			East-West:	680		*East-West:*	551
			SUM:	866		*SUM:*	1064
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.709
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.477**			**0.609**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
39	North-South Street:	Cherokee Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	0	23	28	0	28
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	63	0	**86**	43	0	**71**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	13	1	**13**	107	1	**107**
	Left-Through		0			0	
	Through	753	2	377	1076	2	538
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1510	1	**771**	924	1	**519**
	Through-Right		1			1	
	Right	31	0	31	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	86		*North-South:*	71
			East-West:	784		*East-West:*	626
			SUM:	870		*SUM:*	697
	VOLUME/CAPACITY *(V/C)* RATIO:			0.580			0.465
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.480**			**0.365**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
40	North-South Street:	Whitley Ave	East-West Street:	Hollywood Blvd	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	0	56	40	0	40
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	94	0	**150**	61	0	**101**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	24	1	**24**	104	1	**104**
	Left-Through		0			0	
	Through	722	2	361	1036	2	518
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1420	1	**722**	972	1	**542**
	Through-Right		1			1	
	Right	24	0	24	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	101
			East-West:	746		*East-West:*	646
			SUM:	896		*SUM:*	747
VOLUME/CAPACITY *(V/C)* RATIO:				0.597			0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.497**			**0.398**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
41	North-South Street:	Wilcox Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	57	1	57
	Left-Through		0			0	
	Through	124	0	158	383	0	**501**
	Through-Right		1			1	
	Right	34	0	0	118	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	22	0	**22**
	Left-Through		0			0	
	Through	254	0	**389**	210	0	272
	Through-Right		0			0	
	Right	115	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	102	1	**102**
	Left-Through		0			0	
	Through	696	1	368	952	1	500
	Through-Right		1			1	
	Right	39	0	39	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	146	64	1	64
	Left-Through		0			0	
	Through	1380	1	**698**	952	1	**500**
	Through-Right		1			1	
	Right	15	0	15	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	394		*North-South:*	523
			East-West:	734		*East-West:*	602
			SUM:	1128		*SUM:*	1125
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.750
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.652**			**0.650**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
42	North-South Street:	Cahuenga Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	12	0	0
	Left-Through		1			0	
	Through	736	0	445	976	1	**542**
	Through-Right		1			1	
	Right	34	0	445	107	0	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	0	36	13	0	**0**
	Left-Through		1			0	
	Through	1368	0	**930**	929	1	518
	Through-Right		1			1	
	Right	347	0	930	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	**43**	68	1	68
	Left-Through		0			0	
	Through	694	1	368	1085	1	**560**
	Through-Right		1			1	
	Right	42	0	42	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	50	1	**50**
	Left-Through		0			0	
	Through	1135	2	**568**	1031	2	516
	Through-Right		0			0	
	Right	43	1	43	98	1	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	950		*North-South:*	542
			East-West:	611		*East-West:*	610
			SUM:	1561		*SUM:*	1152
	VOLUME/CAPACITY *(V/C)* RATIO:			1.041			0.768
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.941**			**0.668**
	LEVEL OF SERVICE (LOS):			**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
43	North-South Street:	Ivar Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	31	0	31
	Left-Through		0			0	
	Through	60	0	109	224	0	**367**
	Through-Right		0			0	
	Right	40	0	0	112	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	12	0	12	11	0	**11**
	Left-Through		0			0	
	Through	248	0	**394**	47	0	76
	Through-Right		0			0	
	Right	134	0	0	18	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	1	**19**	28	1	28
	Left-Through		0			0	
	Through	737	1	379	1097	1	**563**
	Through-Right		1			1	
	Right	21	0	21	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	54	1	**54**
	Left-Through		0			0	
	Through	1235	1	**640**	1016	1	527
	Through-Right		1			1	
	Right	44	0	44	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	403		*North-South:*	378
			East-West:	659		*East-West:*	617
			SUM:	1062		*SUM:*	995
	VOLUME/CAPACITY *(V/C)* RATIO:			0.708			0.663
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.608**			**0.563**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
44	North-South Street:	Vine St	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	134	1	134
	Left-Through		0			0	
	Through	628	2	314	1210	2	**605**
	Through-Right		0			0	
	Right	182	1	128	235	1	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	108	1	**108**
	Left-Through		0			0	
	Through	1130	1	**620**	934	1	510
	Through-Right		1			1	
	Right	110	0	110	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	78	1	78
	Left-Through		0			0	
	Through	658	2	329	1087	2	**544**
	Through-Right		0			0	
	Right	17	1	0	19	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	1	109	85	1	**85**
	Left-Through		0			0	
	Through	1178	1	**609**	950	1	537
	Through-Right		1			1	
	Right	39	0	39	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	717		*North-South:*	713
			East-West:	656		*East-West:*	629
			SUM:	1373		*SUM:*	1342
VOLUME/CAPACITY *(V/C)* RATIO:				0.964			0.942
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.864**			**0.842**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
45	North-South Street:	Argyle Ave	East-West Street:	Hollywood Blvd	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	**33**	40	1	40
	Left-Through		0			0	
	Through	102	1	102	319	1	**319**
	Through-Right		0			0	
	Right	48	1	0	63	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	57	1	**57**
	Left-Through		0			0	
	Through	237	1	**237**	131	1	131
	Through-Right		0			0	
	Right	54	1	7	72	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	147	1	**147**
	Left-Through		0			0	
	Through	646	2	323	1223	2	612
	Through-Right		0			0	
	Right	132	1	116	178	1	158
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	204	1	204	85	1	85
	Left-Through		0			0	
	Through	1269	1	**679**	947	1	**572**
	Through-Right		1			1	
	Right	89	0	89	196	0	196
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	270		*North-South:*	376
			East-West:	774		*East-West:*	719
			SUM:	1044		*SUM:*	1095
	VOLUME/CAPACITY *(V/C)* RATIO:			0.696			0.730
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.596**			**0.630**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
46	North-South Street:	Gower St	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	83	1	**83**
	Left-Through		0			0	
	Through	334	1	217	668	1	414
	Through-Right		1			1	
	Right	99	0	99	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	50	1	50
	Left-Through		0			0	
	Through	493	1	**493**	428	1	**428**
	Through-Right		0			0	
	Right	416	1	394	156	1	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	95	1	95
	Left-Through		0			0	
	Through	680	1	359	1185	1	**628**
	Through-Right		1			1	
	Right	38	0	38	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	111	102	1	**102**
	Left-Through		0			0	
	Through	1373	1	**700**	989	1	534
	Through-Right		1			1	
	Right	27	0	27	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	550		*North-South:*	511
			East-West:	745		*East-West:*	730
			SUM:	1295		*SUM:*	1241
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.827
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.763**			**0.727**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
47	North-South Street:	Bronson Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	**43**	96	1	96
	Left-Through		0			0	
	Through	144	1	144	347	1	**347**
	Through-Right		0			0	
	Right	166	1	49	231	1	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	106	81	1	**81**
	Left-Through		0			0	
	Through	334	0	**430**	204	0	284
	Through-Right		1			1	
	Right	96	0	0	80	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	**24**	76	1	76
	Left-Through		0			0	
	Through	689	1	385	1298	1	**678**
	Through-Right		1			1	
	Right	81	0	81	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	235	110	1	**110**
	Left-Through		0			0	
	Through	1310	1	**676**	849	1	454
	Through-Right		1			1	
	Right	42	0	42	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	473		*North-South:*	428
			East-West:	700		*East-West:*	788
			SUM:	1173		*SUM:*	1216
	VOLUME/CAPACITY *(V/C)* RATIO:			0.782			0.811
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.682**			**0.711**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
48	North-South Street:	US-101 SB Ramps	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

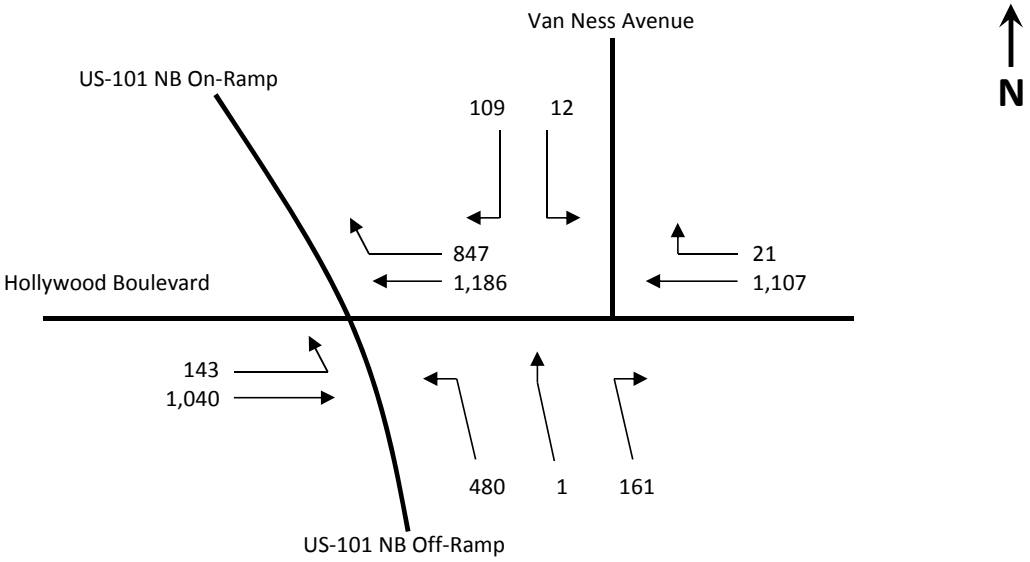
	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	550	1	404	580	1	362
	Left-Through		0			0	
	Through	4	0	**404**	14	0	**362**
	Through-Right		0			0	
	Right	253	0	0	129	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	613	2	307	1180	2	**590**
	Through-Right		0			0	
	Right	255	1	255	389	1	389
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	64	1	**64**
	Left-Through		0			0	
	Through	1562	2	**781**	1227	2	614
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	404		*North-South:*	362
			East-West:	781		*East-West:*	654
			SUM:	1185		*SUM:*	1016
VOLUME/CAPACITY *(V/C)* RATIO:				0.832			0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.732**			**0.613**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future without Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts: 143 and

Westbound Throughs: $\frac{1,186}{2}$ = 593 or

Westbound Rights: 847 or

Eastbound Throughs: $\frac{1,040}{2}$ = 520

Critical Volume #1 (CV1): **990**

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts: 480 * 0.55 = 264 or

Northbound Throughs + Rights: 1 + 161 = 162

Critical Volume #2 (CV2): **264**

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts: 12 or

Southbound Rights: 109

Critical Volume #3 (CV3): **109**

Critical Volume: 990 + 264 + 109 = **1,363**

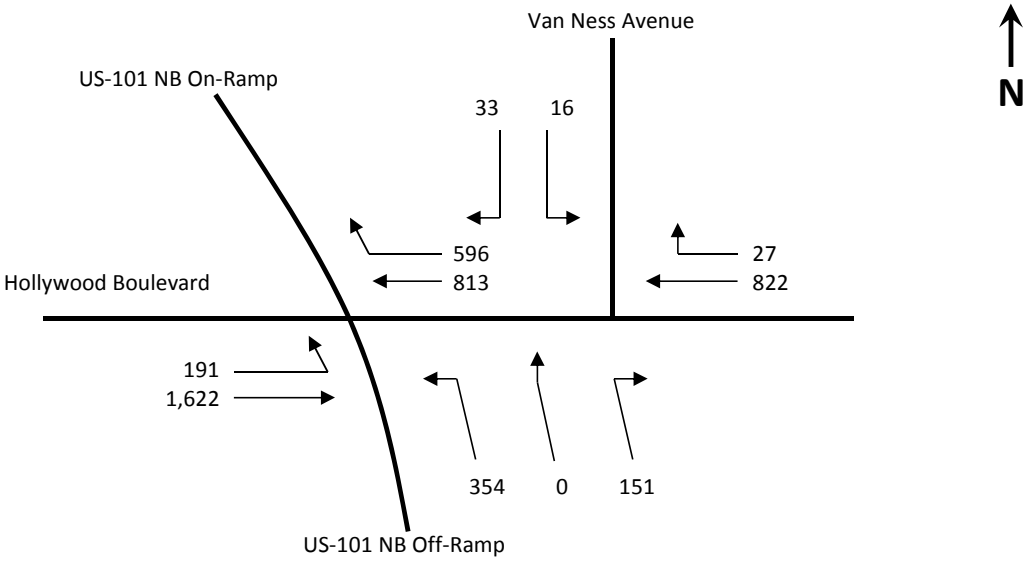
Intersection V/C: $\frac{1,363}{1,425}$ = **0.956**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.856 **Intersection LOS: D**

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future without Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts: 191 and

Westbound Throughs: $\frac{813}{2}$ = 407 or

Westbound Rights: 596 or

Eastbound Throughs: $\frac{1,622}{2}$ = 811

Critical Volume #1 (CV1): **811**

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts: 354 * 0.55 = 195 or

Northbound Throughs + Rights: 0 + 151 = 151

Critical Volume #2 (CV2): **195**

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts: 16 or

Southbound Rights: 33

Critical Volume #3 (CV3): **33**

Critical Volume: 811 + 195 + 33 = **1,039**

Intersection V/C: $\frac{1,039}{1,425}$ = **0.729**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.629 **Intersection LOS: B**

Level of Service Worksheet
(Circular 212 Method)

I/S #: 50

PROJECT TITLE: Crossroads Hollywood
North-South Street: Wilton Pl East-West Street: Hollywood Blvd
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	0	370	357	0	357
	Left-Through		1			1	
	Through	65	0	**435**	186	0	**543**
	Through-Right		0			0	
	Right	49	1	7	167	1	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	0	16	23	0	23
	Left-Through		0			0	
	Through	199	0	**264**	162	0	**215**
	Through-Right		0			0	
	Right	49	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	43	1	43
	Left-Through		0			0	
	Through	936	2	468	1300	2	**650**
	Through-Right		0			0	
	Right	169	1	0	187	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	1	85	57	1	**57**
	Left-Through		0			0	
	Through	1361	1	**690**	1127	1	580
	Through-Right		1			1	
	Right	18	0	18	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	699		*North-South:*	758
			East-West:	721		*East-West:*	707
			SUM:	1420		*SUM:*	1465
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			1.028
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.896**			**0.928**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
51	North-South Street:	Western Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	**144**	131	1	**131**
	Left-Through		0			0	
	Through	464	2	232	862	2	431
	Through-Right		0			0	
	Right	90	1	0	102	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	113	1	113
	Left-Through		0			0	
	Through	960	1	**605**	829	1	**490**
	Through-Right		1			1	
	Right	250	0	250	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	230	1	230
	Left-Through		0			0	
	Through	818	1	443	1119	1	**609**
	Through-Right		1			1	
	Right	67	0	67	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	149	1	**149**
	Left-Through		0			0	
	Through	961	2	**481**	894	2	447
	Through-Right		0			0	
	Right	29	1	0	78	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	749		*North-South:*	621
			East-West:	606		*East-West:*	758
			SUM:	1355		*SUM:*	1379
VOLUME/CAPACITY *(V/C)* RATIO:				0.985			1.003
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.885**			**0.903**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
52	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (North)
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	**3**	18	1	18
	Left-Through		0			0	
	Through	929	1	516	1043	1	**583**
	Through-Right		1			1	
	Right	102	0	102	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	31	1	**31**
	Left-Through		0			0	
	Through	1169	2	**585**	1011	2	506
	Through-Right		0			0	
	Right	2	1	2	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	**17**	0	0	**0**
	Left-Through		1			1	
	Through	0	0	17	1	0	1
	Through-Right		0			0	
	Right	14	1	13	16	1	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	161	0	161	196	0	196
	Left-Through		0			0	
	Through	1	0	**216**	0	0	**243**
	Through-Right		0			0	
	Right	54	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	588		*North-South:*	614
			East-West:	233		*East-West:*	243
			SUM:	821		*SUM:*	857
VOLUME/CAPACITY *(V/C)* RATIO:				0.547			0.571
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**			**0.471**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 53

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave **East-West Street:** Hawthorn Ave (South)
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	41	1	**41**
	Left-Through		0			0	
	Through	930	2	465	1076	2	538
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1220	1	**671**	1084	1	**604**
	Through-Right		1			1	
	Right	122	0	122	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	0	110	123	0	123
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	121	0	**231**	125	0	**248**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	750		*North-South:*	645
			East-West:	231		*East-West:*	248
			SUM:	981		*SUM:*	893
	VOLUME/CAPACITY *(V/C)* RATIO:			0.654			0.595
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.554**			**0.495**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
54	North-South Street:	Highland Ave	East-West Street:	Selma Ave	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	1	0
	Left-Through		0			0	
	Through	1708	2	597	1685	2	**589**
	Through-Right		1			1	
	Right	84	0	84	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	72	1	**72**
	Left-Through		0			0	
	Through	2062	2	**687**	1860	2	620
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	195	0	195	60	0	60
	Left-Through		0			0	
	Through	0	0	**251**	0	0	**130**
	Through-Right		0			0	
	Right	56	0	0	70	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	661
			East-West:	251		*East-West:*	130
			SUM:	938		*SUM:*	791
VOLUME/CAPACITY *(V/C)* RATIO:				0.625			0.527
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.427**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
55	North-South Street:	Wilcox Ave	East-West Street:	Selma Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	32	1	32
	Left-Through		0			0	
	Through	170	0	189	433	0	**480**
	Through-Right		1			1	
	Right	19	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	8	1	8	39	1	**39**
	Left-Through		0			0	
	Through	350	0	**422**	266	0	320
	Through-Right		1			1	
	Right	72	0	0	54	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	0	**15**	62	0	62
	Left-Through		0			0	
	Through	42	0	84	201	0	**326**
	Through-Right		0			0	
	Right	27	0	0	63	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	35	0	35	45	0	**45**
	Left-Through		0			0	
	Through	55	0	**106**	65	0	136
	Through-Right		0			0	
	Right	16	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	466		*North-South:*	519
			East-West:	121		*East-West:*	371
			SUM:	587		*SUM:*	890
VOLUME/CAPACITY *(V/C)* RATIO:				0.391			0.593
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.291**			**0.493**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
56	North-South Street:	Cahuenga Blvd	East-West Street:	Selma Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	**19**	0	0	0
	Left-Through		1			0	
	Through	775	0	461	1248	1	**650**
	Through-Right		1			1	
	Right	32	0	461	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	0	26	0	0	**0**
	Left-Through		1			0	
	Through	1292	0	**743**	787	1	436
	Through-Right		1			1	
	Right	90	0	743	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	0	28	107	0	107
	Left-Through		0			0	
	Through	30	0	**75**	121	0	**295**
	Through-Right		0			0	
	Right	17	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	9	0	**9**	36	0	**36**
	Left-Through		0			0	
	Through	21	0	41	43	0	126
	Through-Right		0			0	
	Right	11	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	762		*North-South:*	650
			East-West:	84		*East-West:*	331
			SUM:	846		*SUM:*	981
VOLUME/CAPACITY *(V/C)* RATIO:				0.564			0.654
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.464**			**0.554**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
57	North-South Street:	Vine St	East-West Street:	Selma Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	55	1	55
	Left-Through		0			0	
	Through	806	2	403	1318	2	**659**
	Through-Right		0			0	
	Right	102	1	58	118	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	70	1	**70**
	Left-Through		0			0	
	Through	1415	1	**741**	1054	1	568
	Through-Right		1			1	
	Right	67	0	67	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	87	1	87
	Left-Through		0			0	
	Through	62	0	133	211	0	**299**
	Through-Right		1			1	
	Right	71	0	0	88	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	54	1	**54**
	Left-Through		0			0	
	Through	105	0	**257**	104	0	177
	Through-Right		1			1	
	Right	152	0	0	73	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	729
			East-West:	298		*East-West:*	353
			SUM:	1094		*SUM:*	1082
VOLUME/CAPACITY *(V/C)* RATIO:				0.729			0.721
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.629**			**0.621**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 58

PROJECT TITLE: Crossroads Hollywood
North-South Street: Crescent Heights Blvd **East-West Street:** Sunset Blvd
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	111	1	111
	Left-Through		0			0	
	Through	633	2	317	863	2	**432**
	Through-Right		0			0	
	Right	138	1	35	335	1	237
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	101	1	**101**
	Left-Through		0			0	
	Through	1013	1	**563**	690	1	399
	Through-Right		1			1	
	Right	112	0	112	107	0	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	211	1	**211**	315	1	**315**
	Left-Through		0			0	
	Through	1109	3	370	1670	3	557
	Through-Right		0			0	
	Right	75	1	52	93	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	207	196	1	196
	Left-Through		0			0	
	Through	1362	2	**466**	1403	2	**491**
	Through-Right		1			1	
	Right	35	0	35	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	609		*North-South:*	533
			East-West:	677		*East-West:*	806
			SUM:	1286		*SUM:*	1339
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.974
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.835**			**0.874**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
59	North-South Street:	Fairfax Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	130	1	130
	Left-Through		0			0	
	Through	510	2	255	1006	2	**503**
	Through-Right		0			0	
	Right	192	1	0	213	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	78	1	**78**
	Left-Through		0			0	
	Through	833	2	**417**	648	2	324
	Through-Right		0			0	
	Right	293	1	222	148	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	143	1	143	276	1	276
	Left-Through		0			0	
	Through	1039	2	**378**	1588	2	**558**
	Through-Right		1			1	
	Right	96	0	96	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	285	1	**285**	214	1	**214**
	Left-Through		0			0	
	Through	1309	2	448	1329	2	467
	Through-Right		1			1	
	Right	36	0	36	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	581
			East-West:	663		*East-West:*	772
			SUM:	1180		*SUM:*	1353
VOLUME/CAPACITY *(V/C)* RATIO:				0.858			0.984
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.758**			**0.884**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
60	North-South Street:	Gardner St	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	63	0	63
	Left-Through		0			0	
	Through	191	0	271	259	0	**439**
	Through-Right		0			0	
	Right	50	0	0	117	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	0	29	38	0	**38**
	Left-Through		0			0	
	Through	194	0	**283**	137	0	212
	Through-Right		0			0	
	Right	60	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	63	1	**63**	71	1	71
	Left-Through		0			0	
	Through	1336	2	465	1791	2	**622**
	Through-Right		1			1	
	Right	58	0	58	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	55	1	**55**
	Left-Through		0			0	
	Through	1575	2	**541**	1585	2	541
	Through-Right		1			1	
	Right	48	0	48	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	313		*North-South:*	477
			East-West:	604		*East-West:*	677
			SUM:	917		*SUM:*	1154
	VOLUME/CAPACITY *(V/C)* RATIO:			0.611			0.769
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.511**			**0.669**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
61	North-South Street:	Poinsettia Pl (West)	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	55	0	55
	Left-Through		0			0	
	Through	17	0	**95**	45	0	**165**
	Through-Right		0			0	
	Right	46	0	0	65	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	**14**	18	0	**18**
	Left-Through		0			0	
	Through	16	0	48	17	0	68
	Through-Right		0			0	
	Right	18	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	12	1	**12**	16	1	16
	Left-Through		0			0	
	Through	1387	2	468	1889	2	**638**
	Through-Right		1			1	
	Right	16	0	16	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	28	1	28	40	1	**40**
	Left-Through		0			0	
	Through	1648	2	**563**	1607	2	549
	Through-Right		1			1	
	Right	42	0	42	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	109		*North-South:*	183
			East-West:	575		*East-West:*	678
			SUM:	684		*SUM:*	861
	VOLUME/CAPACITY *(V/C)* RATIO:			0.456			0.574
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.356**			**0.474**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
62	North-South Street:	Poinsettia Pl (East)	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**3**	2	0	**2**
	Left-Through		0			0	
	Through	0	0	15	5	0	21
	Through-Right		0			0	
	Right	12	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	100	0	100	68	0	68
	Left-Through		0			0	
	Through	0	0	**160**	3	0	**127**
	Through-Right		0			0	
	Right	60	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	12	1	**12**	41	1	41
	Left-Through		0			0	
	Through	1435	2	478	1930	2	**644**
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	5	1	**5**
	Left-Through		0			0	
	Through	1653	2	**565**	1628	2	562
	Through-Right		1			1	
	Right	42	0	42	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	163		*North-South:*	129
			East-West:	577		*East-West:*	649
			SUM:	740		*SUM:*	778
	VOLUME/CAPACITY *(V/C)* RATIO:			0.493			0.519
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.393**			**0.419**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
63	North-South Street:	La Brea Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	**139**	241	1	241
	Left-Through		0			0	
	Through	750	2	375	864	2	**432**
	Through-Right		0			0	
	Right	197	1	0	273	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	157	1	**157**
	Left-Through		0			0	
	Through	950	2	**379**	874	2	347
	Through-Right		1			1	
	Right	188	0	188	166	0	166
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	199	223	1	223
	Left-Through		0			0	
	Through	1177	2	**437**	1654	2	**592**
	Through-Right		1			1	
	Right	134	0	134	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	247	1	**247**	216	1	**216**
	Left-Through		0			0	
	Through	1416	2	485	1306	2	469
	Through-Right		1			1	
	Right	38	0	38	101	0	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	589
			East-West:	684		*East-West:*	808
			SUM:	1202		*SUM:*	1397
VOLUME/CAPACITY *(V/C)* RATIO:				0.874			1.016
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.774**			**0.916**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
64	North-South Street:	Orange Dr	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	15	0	15
	Left-Through		0			0	
	Through	70	0	122	138	0	**234**
	Through-Right		0			0	
	Right	40	0	0	81	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	41	0	41	73	0	**73**
	Left-Through		0			0	
	Through	56	0	**162**	67	0	209
	Through-Right		0			0	
	Right	65	0	0	69	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	89	1	**89**
	Left-Through		0			0	
	Through	1145	2	391	1551	2	527
	Through-Right		1			1	
	Right	28	0	28	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	50	1	50
	Left-Through		0			0	
	Through	1575	2	**568**	1570	2	**563**
	Through-Right		1			1	
	Right	130	0	130	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	174		*North-South:*	307
			East-West:	586		*East-West:*	652
			SUM:	760		*SUM:*	959
VOLUME/CAPACITY *(V/C)* RATIO:				0.507			0.639
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.539**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
65	North-South Street:	Highland Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	79	1	**79**
	Left-Through		0			0	
	Through	1291	2	474	1254	2	449
	Through-Right		1			1	
	Right	131	0	131	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	99	139	1	139
	Left-Through		0			0	
	Through	1796	2	**710**	1480	2	**621**
	Through-Right		1			1	
	Right	333	0	333	382	0	382
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	341	1	**341**	318	1	**318**
	Left-Through		0			0	
	Through	1202	2	434	1557	2	547
	Through-Right		1			1	
	Right	99	0	99	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	233	1	233	134	1	134
	Left-Through		0			0	
	Through	1358	2	**475**	1258	2	**447**
	Through-Right		1			1	
	Right	68	0	68	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	787		*North-South:*	700
			East-West:	816		*East-West:*	765
			SUM:	1603		*SUM:*	1465
	VOLUME/CAPACITY *(V/C)* RATIO:			1.166			1.065
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.066**			**0.965**
	LEVEL OF SERVICE (LOS):			**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
66	North-South Street:	Las Palmas Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	6	16	0	16
	Left-Through		0			0	
	Through	21	0	**42**	179	0	**227**
	Through-Right		0			0	
	Right	15	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	37	0	37
	Left-Through		0			0	
	Through	81	0	**234**	55	0	**186**
	Through-Right		0			0	
	Right	133	0	0	94	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	77	1	**77**	192	1	**192**
	Left-Through		0			0	
	Through	1313	2	443	1705	2	575
	Through-Right		1			1	
	Right	17	0	17	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	18	1	18
	Left-Through		0			0	
	Through	1661	2	**564**	1441	2	**525**
	Through-Right		1			1	
	Right	31	0	31	133	0	133
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	276		*North-South:*	413
			East-West:	641		*East-West:*	717
			SUM:	917		*SUM:*	1130
	VOLUME/CAPACITY *(V/C)* RATIO:			0.667			0.822
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.567**			**0.722**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
67	North-South Street:	Cherokee Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	0	27	146	0	146
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	57	0	**84**	102	0	**248**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1281	2	**435**	1860	2	**630**
	Through-Right		1			1	
	Right	24	0	24	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	93	1	**93**
	Left-Through		0			0	
	Through	1596	3	532	1469	3	490
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	84		*North-South:*	248
			East-West:	573		*East-West:*	723
			SUM:	657		*SUM:*	971
VOLUME/CAPACITY *(V/C)* RATIO:				0.438			0.647
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.338**			**0.547**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
68	North-South Street:	Seward St	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	110	0	110
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	62	0	**93**	223	0	**333**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1314	2	**445**	1945	2	**657**
	Through-Right		1			1	
	Right	20	0	20	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	59	1	**59**
	Left-Through		0			0	
	Through	1681	3	560	1500	3	500
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	93		*North-South:*	333
			East-West:	594		*East-West:*	716
			SUM:	687		*SUM:*	1049
	VOLUME/CAPACITY *(V/C)* RATIO:			0.458			0.699
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.358**			**0.599**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
69	North-South Street:	Wilcox Ave	East-West Street:	Sunset Blvd	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	**29**	43	1	43
	Left-Through		0			0	
	Through	125	0	154	277	0	**333**
	Through-Right		1			1	
	Right	29	0	0	56	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	80	1	**80**
	Left-Through		0			0	
	Through	288	0	**406**	265	0	351
	Through-Right		1			1	
	Right	118	0	0	86	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	171	1	171
	Left-Through		0			0	
	Through	1273	2	431	1892	2	**646**
	Through-Right		1			1	
	Right	21	0	21	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	116	36	1	**36**
	Left-Through		0			0	
	Through	1618	2	**569**	1396	2	500
	Through-Right		1			1	
	Right	90	0	90	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	435		*North-South:*	413
			East-West:	651		*East-West:*	682
			SUM:	1086		*SUM:*	1095
	VOLUME/CAPACITY *(V/C)* RATIO:			0.724			0.730
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.624**			**0.630**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
70	North-South Street:	Cahuenga Blvd	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	**35**	82	1	82
	Left-Through		0			0	
	Through	547	1	285	1026	1	**551**
	Through-Right		1			1	
	Right	22	0	22	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	99	99	1	**99**
	Left-Through		0			0	
	Through	1088	1	**667**	664	1	402
	Through-Right		1			1	
	Right	245	0	245	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	172	1	**172**	356	1	**356**
	Left-Through		0			0	
	Through	1091	2	394	1519	2	534
	Through-Right		1			1	
	Right	90	0	90	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	96	49	1	49
	Left-Through		0			0	
	Through	1485	2	**515**	1357	2	**491**
	Through-Right		1			1	
	Right	59	0	59	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	702		*North-South:*	650
			East-West:	687		*East-West:*	847
			SUM:	1389		*SUM:*	1497
VOLUME/CAPACITY *(V/C)* RATIO:				0.975			1.051
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.875**			**0.951**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
71	North-South Street:	Ivar Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	46	0	46
	Left-Through		0			0	
	Through	85	0	138	259	0	**408**
	Through-Right		0			0	
	Right	43	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	59	1	**59**
	Left-Through		0			0	
	Through	161	0	**250**	113	0	170
	Through-Right		1			1	
	Right	89	0	0	57	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	44	1	44
	Left-Through		0			0	
	Through	1066	2	364	1667	2	**573**
	Through-Right		1			1	
	Right	27	0	27	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	71	1	**71**
	Left-Through		0			0	
	Through	1647	2	**582**	1400	2	490
	Through-Right		1			1	
	Right	98	0	98	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	260		*North-South:*	467
			East-West:	608		*East-West:*	644
			SUM:	868		*SUM:*	1111
VOLUME/CAPACITY *(V/C)* RATIO:				0.579			0.741
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.479**			**0.641**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
72	North-South Street:	Vine St	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	1	**104**	117	1	117
	Left-Through		0			0	
	Through	756	2	378	1244	2	**622**
	Through-Right		0			0	
	Right	245	1	11	285	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	1	112	214	1	**214**
	Left-Through		0			0	
	Through	1266	1	**697**	1040	1	595
	Through-Right		1			1	
	Right	128	0	128	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	97	1	97
	Left-Through		0			0	
	Through	1041	2	**377**	1539	2	**545**
	Through-Right		1			1	
	Right	90	0	90	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	**234**	230	1	**230**
	Left-Through		0			0	
	Through	1384	2	503	1357	2	503
	Through-Right		1			1	
	Right	124	0	124	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	801		*North-South:*	836
			East-West:	611		*East-West:*	775
			SUM:	1412		*SUM:*	1611
VOLUME/CAPACITY *(V/C)* RATIO:				1.027			1.172
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.927**			**1.072**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
73	North-South Street:	Argyle Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	0	98	68	0	68
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	0	**298**	166	0	**234**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	150	1	**150**	183	1	**183**
	Left-Through		0			0	
	Through	1203	3	401	1791	3	597
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1633	2	**582**	1569	2	**557**
	Through-Right		1			1	
	Right	112	0	112	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	298		*North-South:*	234
			East-West:	732		*East-West:*	740
			SUM:	1030		*SUM:*	974
VOLUME/CAPACITY *(V/C)* RATIO:				0.687			0.649
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.549**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
74	North-South Street:	Gower St	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	51	1	51
	Left-Through		0			0	
	Through	279	0	366	569	0	**653**
	Through-Right		1			1	
	Right	87	0	0	84	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	84	1	**84**
	Left-Through		0			0	
	Through	399	0	**528**	402	0	513
	Through-Right		1			1	
	Right	129	0	0	111	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	189	1	**189**
	Left-Through		0			0	
	Through	1172	2	428	2031	2	699
	Through-Right		1			1	
	Right	111	0	111	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	175	81	1	81
	Left-Through		0			0	
	Through	1866	2	**632**	1737	2	**615**
	Through-Right		1			1	
	Right	30	0	30	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	578		*North-South:*	737
			East-West:	732		*East-West:*	804
			SUM:	1310		*SUM:*	1541
	VOLUME/CAPACITY *(V/C)* RATIO:			0.919			1.081
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.819**			**0.981**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
75	North-South Street:	Bronson Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0	
	EB -- 0	WB --	0	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	42	1	42
	Left-Through		0			0	
	Through	175	1	175	369	1	**369**
	Through-Right		0			0	
	Right	142	1	99	189	1	165
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	86	134	1	**134**
	Left-Through		0			0	
	Through	357	0	**553**	249	0	347
	Through-Right		1			1	
	Right	196	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	**78**	100	1	100
	Left-Through		0			0	
	Through	1207	2	408	2180	2	**735**
	Through-Right		1			1	
	Right	16	0	16	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	48	1	**48**
	Left-Through		0			0	
	Through	1985	2	**705**	1793	2	632
	Through-Right		1			1	
	Right	130	0	130	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	619		*North-South:*	503
			East-West:	783		*East-West:*	783
			SUM:	1402		*SUM:*	1286
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.857
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.835**			**0.757**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
76	North-South Street:	Van Ness Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	111	1	111
	Left-Through		0			0	
	Through	15	0	**202**	50	0	**235**
	Through-Right		1			1	
	Right	187	0	0	185	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	347	1	**347**	392	1	**392**
	Left-Through		0			0	
	Through	228	0	264	284	0	307
	Through-Right		1			1	
	Right	36	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	10	1	10
	Left-Through		0			0	
	Through	1398	2	489	2428	2	**823**
	Through-Right		1			1	
	Right	68	0	68	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	125	84	1	**84**
	Left-Through		0			0	
	Through	2065	2	**697**	1760	2	591
	Through-Right		1			1	
	Right	25	0	25	13	0	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	549		*North-South:*	627
			East-West:	702		*East-West:*	907
			SUM:	1251		*SUM:*	1534
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			1.023
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.734**			**0.923**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
77	North-South Street:	Wilton Pl	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	**75**	111	1	111
	Left-Through		0			0	
	Through	253	1	206	413	1	**306**
	Through-Right		1			1	
	Right	158	0	158	199	0	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	157	1	157	106	1	**106**
	Left-Through		0			0	
	Through	567	1	**337**	403	1	253
	Through-Right		1			1	
	Right	107	0	107	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	96	1	**96**
	Left-Through		0			0	
	Through	1262	2	**494**	1756	2	645
	Through-Right		1			1	
	Right	220	0	220	179	0	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	**124**	87	1	87
	Left-Through		0			0	
	Through	964	2	482	1345	2	**673**
	Through-Right		0			0	
	Right	113	1	35	179	1	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	412		*North-South:*	412
			East-West:	618		*East-West:*	769
			SUM:	1030		*SUM:*	1181
VOLUME/CAPACITY *(V/C)* RATIO:				0.687			0.787
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.687**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
78	North-South Street:	Western Ave	East-West Street:	Sunset Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	1	**127**	120	1	120
	Left-Through		0			0	
	Through	470	2	235	680	2	**340**
	Through-Right		0			0	
	Right	75	1	23	86	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	1	147	271	1	**271**
	Left-Through		0			0	
	Through	827	1	**504**	597	1	333
	Through-Right		1			1	
	Right	181	0	181	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	1	154	272	1	**272**
	Left-Through		0			0	
	Through	1155	2	**411**	1464	2	506
	Through-Right		1			1	
	Right	77	0	77	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	**105**	144	1	144
	Left-Through		0			0	
	Through	875	2	318	1174	2	**446**
	Through-Right		1			1	
	Right	79	0	79	164	0	164
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	631		*North-South:*	611
			East-West:	516		*East-West:*	718
			SUM:	1147		*SUM:*	1329
	VOLUME/CAPACITY *(V/C)* RATIO:			0.834			0.967
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.734**			**0.867**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
79	North-South Street:	Highland Ave	East-West Street:	De Longpre Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	**12**	49	1	**49**
	Left-Through		0			0	
	Through	1443	2	497	1335	2	505
	Through-Right		1			1	
	Right	47	0	47	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	1	27	39	1	39
	Left-Through		0			0	
	Through	1935	2	**649**	1601	2	**544**
	Through-Right		1			1	
	Right	11	0	11	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	**26**	30	0	30
	Left-Through		0			0	
	Through	54	0	116	210	0	**346**
	Through-Right		0			0	
	Right	36	0	0	106	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	144	0	144	60	0	**60**
	Left-Through		0			0	
	Through	59	0	**283**	130	0	230
	Through-Right		0			0	
	Right	80	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	661		*North-South:*	593
			East-West:	309		*East-West:*	406
			SUM:	970		*SUM:*	999
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.666
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.547**			**0.566**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
80	North-South Street:	Gardner St	East-West Street:	Fountain Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	44	0	44
	Left-Through		0			0	
	Through	167	0	252	289	0	**405**
	Through-Right		0			0	
	Right	64	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	57	0	57	77	0	**77**
	Left-Through		0			0	
	Through	246	0	**362**	227	0	351
	Through-Right		0			0	
	Right	59	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	58	1	**58**	103	1	103
	Left-Through		0			0	
	Through	800	1	424	1308	1	**677**
	Through-Right		1			1	
	Right	47	0	47	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	113	1	113	159	1	**159**
	Left-Through		0			0	
	Through	1309	1	**675**	928	1	491
	Through-Right		1			1	
	Right	41	0	41	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	383		*North-South:*	482
			East-West:	733		*East-West:*	836
			SUM:	1116		*SUM:*	1318
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.644**			**0.779**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
81	North-South Street:	La Brea Ave	East-West Street:	Fountain Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	137	1	**137**
	Left-Through		0			0	
	Through	922	2	324	1125	2	402
	Through-Right		1			1	
	Right	50	0	50	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	78	1	78
	Left-Through		0			0	
	Through	1041	2	**423**	1051	2	**394**
	Through-Right		1			1	
	Right	229	0	229	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	177	1	**177**
	Left-Through		0			0	
	Through	642	1	385	851	1	482
	Through-Right		1			1	
	Right	127	0	127	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	127	1	127
	Left-Through		0			0	
	Through	802	0	**821**	718	0	**767**
	Through-Right		1			1	
	Right	19	0	0	49	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	528		*North-South:*	531
			East-West:	961		*East-West:*	944
			SUM:	1489		*SUM:*	1475
	VOLUME/CAPACITY *(V/C)* RATIO:			0.993			0.983
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.893**			**0.883**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
82	North-South Street:	Highland Ave	East-West Street:	Fountain Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	50	1	**50**
	Left-Through		0			0	
	Through	1410	2	487	1257	2	446
	Through-Right		1			1	
	Right	52	0	52	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	25	1	25
	Left-Through		0			0	
	Through	1799	2	**676**	1566	2	**583**
	Through-Right		1			1	
	Right	229	0	229	183	0	183
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	164	1	**164**
	Left-Through		0			0	
	Through	425	0	513	504	0	585
	Through-Right		1			1	
	Right	88	0	0	81	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	84	1	84	51	1	51
	Left-Through		0			0	
	Through	451	0	**479**	477	0	**516**
	Through-Right		1			1	
	Right	28	0	0	39	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	726		*North-South:*	633
			East-West:	662		*East-West:*	680
			SUM:	1388		*SUM:*	1313
VOLUME/CAPACITY *(V/C)* RATIO:				0.925			0.875
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.825**			**0.775**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
83	North-South Street:	Wilcox Ave	East-West Street:	Fountain Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	27	1	27
	Left-Through		0			0	
	Through	150	0	180	309	0	**356**
	Through-Right		1			1	
	Right	30	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	42	1	**42**
	Left-Through		0			0	
	Through	201	0	**246**	246	0	281
	Through-Right		1			1	
	Right	45	0	0	35	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	0	**27**	44	0	44
	Left-Through		1			1	
	Through	340	0	367	564	0	**608**
	Through-Right		0			0	
	Right	24	1	17	47	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	18	0	**18**
	Left-Through		0			0	
	Through	533	0	**593**	396	0	454
	Through-Right		0			0	
	Right	40	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	261		*North-South:*	398
			East-West:	620		*East-West:*	626
			SUM:	881		*SUM:*	1024
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.487**			**0.583**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
84	North-South Street:	Cahuenga Blvd	East-West Street:	Fountain Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	30	0	30
	Left-Through		1			1	
	Through	564	0	333	840	0	**514**
	Through-Right		1			1	
	Right	24	0	333	68	0	514
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	41	0	**41**
	Left-Through		1			1	
	Through	1055	0	**587**	753	0	505
	Through-Right		1			1	
	Right	81	0	587	93	0	505
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	0	**142**	126	0	126
	Left-Through		0			0	
	Through	259	0	420	554	0	**695**
	Through-Right		0			0	
	Right	19	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	41	0	41	26	0	**26**
	Left-Through		0			0	
	Through	480	0	**561**	430	0	503
	Through-Right		0			0	
	Right	40	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	600		*North-South:*	555
			East-West:	703		*East-West:*	721
			SUM:	1303		*SUM:*	1276
	VOLUME/CAPACITY *(V/C)* RATIO:			0.869			0.851
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.769**			**0.751**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
85	North-South Street:	Vine St	East-West Street:	Fountain Ave	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	62	1	62
	Left-Through		0			0	
	Through	1023	1	548	1374	1	**720**
	Through-Right		1			1	
	Right	72	0	72	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	68	1	**68**
	Left-Through		0			0	
	Through	1321	1	**693**	1267	1	665
	Through-Right		1			1	
	Right	65	0	65	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	**58**	95	1	95
	Left-Through		0			0	
	Through	252	0	282	533	0	**581**
	Through-Right		1			1	
	Right	30	0	0	48	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	68	1	**68**
	Left-Through		0			0	
	Through	467	0	**592**	382	0	483
	Through-Right		1			1	
	Right	125	0	0	101	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	743		*North-South:*	788
			East-West:	650		*East-West:*	649
			SUM:	1393		*SUM:*	1437
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.958
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.829**			**0.858**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
86	North-South Street:	Gower St	East-West Street:	Fountain Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	47	1	47
	Left-Through		0			0	
	Through	309	0	351	599	0	**625**
	Through-Right		1			1	
	Right	42	0	0	26	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	90	1	**90**
	Left-Through		0			0	
	Through	484	0	**563**	520	0	593
	Through-Right		1			1	
	Right	79	0	0	73	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	0	**79**	104	0	104
	Left-Through		0			0	
	Through	227	0	335	567	0	**700**
	Through-Right		0			0	
	Right	29	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	49	0	49	47	0	**47**
	Left-Through		0			0	
	Through	524	0	**613**	408	0	509
	Through-Right		0			0	
	Right	40	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	715
			East-West:	692		*East-West:*	747
			SUM:	1282		*SUM:*	1462
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.975
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.755**			**0.875**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
87	North-South Street:	Highland Ave	East-West Street:	Lexington Ave	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	65	1	**65**
	Left-Through		0			0	
	Through	1440	2	494	1329	2	493
	Through-Right		1			1	
	Right	41	0	41	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	36	42	1	42
	Left-Through		0			0	
	Through	1821	2	**631**	1607	2	**548**
	Through-Right		1			1	
	Right	72	0	72	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	0	**28**	29	0	29
	Left-Through		0			0	
	Through	57	0	127	211	0	**301**
	Through-Right		0			0	
	Right	42	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	56	0	56	21	0	**21**
	Left-Through		0			0	
	Through	142	0	**255**	69	0	111
	Through-Right		0			0	
	Right	57	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	652		*North-South:*	613
			East-West:	283		*East-West:*	322
			SUM:	935		*SUM:*	935
	VOLUME/CAPACITY *(V/C)* RATIO:			0.623			0.623
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.523**			**0.523**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
88	North-South Street:	Fairfax Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	110	1	110
	Left-Through		0			0	
	Through	728	2	364	914	2	**457**
	Through-Right		0			0	
	Right	93	1	0	170	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	171	1	**171**
	Left-Through		0			0	
	Through	997	1	**550**	728	1	433
	Through-Right		1			1	
	Right	103	0	103	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	**121**	281	1	**281**
	Left-Through		0			0	
	Through	606	1	333	1305	1	686
	Through-Right		1			1	
	Right	59	0	59	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	293	1	293	166	1	166
	Left-Through		0			0	
	Through	1167	1	**650**	1052	1	**609**
	Through-Right		1			1	
	Right	133	0	133	165	0	165
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	652		*North-South:*	628
			East-West:	771		*East-West:*	890
			SUM:	1423		*SUM:*	1518
VOLUME/CAPACITY *(V/C)* RATIO:				1.035			1.104
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.965**			**1.034**
LEVEL OF SERVICE (LOS):				**E**			**F**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gardner St **East-West Street:** Santa Monica Blvd
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *				1			1
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	13	1	**13**	35	1	**35**
	Left-Through		0			0	
	Through	92	0	127	183	0	224
	Through-Right		1			1	
	Right	35	0	0	41	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	58	68	1	68
	Left-Through		0			0	
	Through	249	0	**327**	200	0	**279**
	Through-Right		1			1	
	Right	78	0	0	79	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	129	1	**129**
	Left-Through		0			0	
	Through	904	1	460	1549	1	803
	Through-Right		1			1	
	Right	15	0	15	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	45	1	45
	Left-Through		0			0	
	Through	1487	1	**774**	1360	1	**727**
	Through-Right		1			1	
	Right	60	0	60	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	314
			East-West:	849		*East-West:*	856
			SUM:	1189		*SUM:*	1170
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.780
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.723**			**0.710**
LEVEL OF SERVICE (LOS):				**C**			**C**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
90	North-South Street:	Formosa Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *				1			1
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	0	**64**	127	0	**127**
	Left-Through		1			1	
	Through	9	0	73	31	0	158
	Through-Right		0			0	
	Right	28	1	0	124	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	13	0	13
	Left-Through		0			0	
	Through	51	0	**165**	59	0	**168**
	Through-Right		0			0	
	Right	104	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	38	1	38
	Left-Through		0			0	
	Through	1154	1	614	1652	1	**885**
	Through-Right		1			1	
	Right	74	0	74	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	90	1	**90**
	Left-Through		0			0	
	Through	1561	1	**788**	1332	1	675
	Through-Right		1			1	
	Right	15	0	15	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	229		*North-South:*	295
			East-West:	806		*East-West:*	975
			SUM:	1035		*SUM:*	1270
VOLUME/CAPACITY *(V/C)* RATIO:				0.726			0.891
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.656**			**0.821**
LEVEL OF SERVICE (LOS):				**B**			**D**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
91	North-South Street:	La Brea Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	**117**	125	1	125
	Left-Through		0			0	
	Through	783	2	298	1068	2	**420**
	Through-Right		1			1	
	Right	112	0	112	193	0	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	101	1	**101**
	Left-Through		0			0	
	Through	1169	2	**442**	1004	2	384
	Through-Right		1			1	
	Right	157	0	157	147	0	147
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	185	1	185
	Left-Through		0			0	
	Through	922	1	501	1328	1	**738**
	Through-Right		1			1	
	Right	80	0	80	148	0	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	194	1	**194**
	Left-Through		0			0	
	Through	1253	1	**663**	1095	1	590
	Through-Right		1			1	
	Right	73	0	73	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	559		*North-South:*	521
			East-West:	759		*East-West:*	932
			SUM:	1318		*SUM:*	1453
VOLUME/CAPACITY *(V/C)* RATIO:				0.959			1.057
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.889**			**0.987**
LEVEL OF SERVICE (LOS):				**D**			**E**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
92	North-South Street:	Highland Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	**75**	97	1	**97**
	Left-Through		0			0	
	Through	1244	3	415	1110	3	370
	Through-Right		0			0	
	Right	166	1	0	257	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	148	117	1	117
	Left-Through		0			0	
	Through	1482	2	**595**	1318	2	**513**
	Through-Right		1			1	
	Right	302	0	302	222	0	222
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	174	1	**174**	263	1	263
	Left-Through		0			0	
	Through	1198	1	632	1619	1	**849**
	Through-Right		1			1	
	Right	65	0	65	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	236	1	236	201	1	**201**
	Left-Through		0			0	
	Through	1423	1	**745**	1379	1	759
	Through-Right		1			1	
	Right	67	0	67	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	610
			East-West:	919		*East-West:*	1050
			SUM:	1589		*SUM:*	1660
VOLUME/CAPACITY *(V/C)* RATIO:				1.115			1.165
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.015**			**1.065**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
93	North-South Street:	Las Palmas Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	**28**	41	0	41
	Left-Through		0			0	
	Through	57	0	108	143	0	**280**
	Through-Right		0			0	
	Right	23	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	56	0	56	57	0	**57**
	Left-Through		0			0	
	Through	83	0	**209**	84	0	195
	Through-Right		0			0	
	Right	70	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	33	1	**33**	81	1	81
	Left-Through		0			0	
	Through	1440	1	737	1816	1	**936**
	Through-Right		1			1	
	Right	34	0	34	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	133	1	133	108	1	**108**
	Left-Through		0			0	
	Through	1661	1	**856**	1569	1	830
	Through-Right		1			1	
	Right	50	0	50	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	237		*North-South:*	337
			East-West:	889		*East-West:*	1044
			SUM:	1126		*SUM:*	1381
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.921
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.651**			**0.821**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
94	North-South Street:	Wilcox Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	18	0	**18**
	Left-Through		0			0	
	Through	103	0	154	197	0	235
	Through-Right		0			0	
	Right	26	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	47	0	47	46	0	46
	Left-Through		0			0	
	Through	141	0	**279**	197	0	**315**
	Through-Right		0			0	
	Right	91	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	73	1	73
	Left-Through		0			0	
	Through	1153	1	586	1869	1	**953**
	Through-Right		1			1	
	Right	18	0	18	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	20	1	**20**
	Left-Through		0			0	
	Through	2008	1	**1015**	1637	1	843
	Through-Right		1			1	
	Right	21	0	21	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	304		*North-South:*	333
			East-West:	1047		*East-West:*	973
			SUM:	1351		*SUM:*	1306
VOLUME/CAPACITY *(V/C)* RATIO:				0.901			0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.801**			**0.771**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 95

PROJECT TITLE: Crossroads Hollywood
North-South Street: Cahuenga Blvd East-West Street: Santa Monica Blvd
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	36	0	**36**
	Left-Through		1			1	
	Through	442	0	308	664	0	424
	Through-Right		1			1	
	Right	17	0	308	40	0	424
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	0	26	44	0	44
	Left-Through		1			1	
	Through	799	0	**551**	728	0	**513**
	Through-Right		1			1	
	Right	250	0	551	121	0	513
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	0	**86**	164	0	164
	Left-Through		1			1	
	Through	1112	1	814	1767	1	**1376**
	Through-Right		0			0	
	Right	47	1	47	44	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	66	45	1	**45**
	Left-Through		0			0	
	Through	1766	1	**898**	1641	1	850
	Through-Right		1			1	
	Right	30	0	30	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	549
			East-West:	984		*East-West:*	1421
			SUM:	1561		*SUM:*	1970
VOLUME/CAPACITY *(V/C)* RATIO:				1.041			1.313
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.941**			**1.213**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
96	North-South Street:	Vine St	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	81	1	81
	Left-Through		0			0	
	Through	1099	2	550	1357	2	**679**
	Through-Right		0			0	
	Right	100	1	27	90	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	99	1	**99**
	Left-Through		0			0	
	Through	1281	1	**718**	1188	1	649
	Through-Right		1			1	
	Right	154	0	154	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	124	1	124
	Left-Through		0			0	
	Through	1085	1	578	1693	1	**876**
	Through-Right		1			1	
	Right	71	0	71	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	146	88	1	**88**
	Left-Through		0			0	
	Through	1713	1	**886**	1418	1	766
	Through-Right		1			1	
	Right	59	0	59	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	778
			East-West:	961		*East-West:*	964
			SUM:	1768		*SUM:*	1742
VOLUME/CAPACITY *(V/C)* RATIO:				1.179			1.161
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.079**			**1.061**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
97	North-South Street:	Gower St	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	**29**	39	1	39
	Left-Through		0			0	
	Through	268	0	326	506	0	**593**
	Through-Right		1			1	
	Right	58	0	0	87	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	81	61	1	**61**
	Left-Through		0			0	
	Through	502	0	**551**	391	0	461
	Through-Right		1			1	
	Right	49	0	0	70	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	**68**	101	1	101
	Left-Through		0			0	
	Through	1147	1	591	1767	1	**898**
	Through-Right		1			1	
	Right	34	0	34	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	205	1	205	98	1	**98**
	Left-Through		0			0	
	Through	1832	1	**936**	1652	1	861
	Through-Right		1			1	
	Right	39	0	39	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	654
			East-West:	1004		*East-West:*	996
			SUM:	1584		*SUM:*	1650
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			1.100
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.956**			**1.000**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
98	North-South Street:	Bronson Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	5	0	**17**	11	0	**28**
	Through-Right		0			0	
	Right	3	0	0	9	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	165	143	1	**143**
	Left-Through		0			0	
	Through	17	0	**176**	10	0	143
	Through-Right		1			1	
	Right	159	0	0	133	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	**86**	103	1	**103**
	Left-Through		0			0	
	Through	1228	1	616	1684	1	856
	Through-Right		1			1	
	Right	3	0	3	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	1	8	30	1	30
	Left-Through		0			0	
	Through	1848	1	**963**	1674	1	**862**
	Through-Right		1			1	
	Right	78	0	78	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	171
			East-West:	1049		*East-West:*	965
			SUM:	1242		*SUM:*	1136
VOLUME/CAPACITY *(V/C)* RATIO:				0.872			0.797
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.772**			**0.697**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
99	North-South Street:	Van Ness Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	307	0	416	478	0	**581**
	Through-Right		1			1	
	Right	109	0	0	103	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	480	0	**589**	444	0	535
	Through-Right		1			1	
	Right	109	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	57	1	57
	Left-Through		0			0	
	Through	1149	1	649	1667	1	**892**
	Through-Right		1			1	
	Right	149	0	149	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	29	1	**29**
	Left-Through		0			0	
	Through	1776	1	**903**	1549	1	791
	Through-Right		1			1	
	Right	30	0	30	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	589		*North-South:*	581
			East-West:	944		*East-West:*	921
			SUM:	1533		*SUM:*	1502
VOLUME/CAPACITY *(V/C)* RATIO:				1.022			1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.922**			**0.901**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100

PROJECT TITLE: Crossroads Hollywood
North-South Street: Wilton Pl East-West Street: Santa Monica Blvd
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	833	1	451	878	1	**488**
	Through-Right		1			1	
	Right	69	0	69	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	869	1	**487**	713	1	386
	Through-Right		1			1	
	Right	105	0	105	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	1	**42**	70	1	70
	Left-Through		0			0	
	Through	1101	1	586	1579	1	**826**
	Through-Right		1			1	
	Right	70	0	70	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	110	1	**110**
	Left-Through		0			0	
	Through	1453	1	**733**	1444	1	740
	Through-Right		1			1	
	Right	13	0	13	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	487		*North-South:*	488
			East-West:	775		*East-West:*	936
			SUM:	1262		*SUM:*	1424
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.949
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.741**			**0.849**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
101	North-South Street:	Western Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	67	1	**67**
	Left-Through		0			0	
	Through	880	2	440	972	2	486
	Through-Right		0			0	
	Right	130	1	31	248	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	92	1	92
	Left-Through		0			0	
	Through	1031	1	**582**	1060	1	**561**
	Through-Right		1			1	
	Right	133	0	133	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	168	1	**168**
	Left-Through		0			0	
	Through	1082	2	541	1468	2	734
	Through-Right		0			0	
	Right	70	1	0	73	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	192	1	192
	Left-Through		0			0	
	Through	1429	1	**734**	1488	1	**787**
	Through-Right		1			1	
	Right	38	0	38	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	628
			East-West:	845		*East-West:*	955
			SUM:	1525		*SUM:*	1583
VOLUME/CAPACITY *(V/C)* RATIO:				1.109			1.151
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.009**			**1.051**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
102	North-South Street:	US-101 SB On-ramp	East-West Street:	Santa Monica Blvd	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	0	99	116	0	116
	Left-Through		0			0	
	Through	25	0	**135**	36	0	**168**
	Through-Right		0			0	
	Right	11	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	12	0	**12**
	Left-Through		1			1	
	Through	861	1	449	1129	1	601
	Through-Right		0			0	
	Right	602	1	602	659	1	659
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	63	60	1	60
	Left-Through		0			0	
	Through	1558	1	**802**	1736	1	**906**
	Through-Right		1			1	
	Right	45	0	45	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	135		*North-South:*	168
			East-West:	808		*East-West:*	918
			SUM:	943		*SUM:*	1086
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.724
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.529**			**0.624**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
103	North-South Street:	US-101 NB Off-ramp	East-West Street:	Santa Monica Blvd	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	731	1	**408**	849	1	**521**
	Left-Through		0			0	
	Through	35	0	408	110	0	521
	Through-Right		0			0	
	Right	50	0	0	82	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	25	0	25
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	63	0	**84**	59	0	**84**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	10	1	**10**	20	1	20
	Left-Through		0			0	
	Through	928	2	464	1209	2	**605**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	975	1	**507**	956	1	498
	Through-Right		1			1	
	Right	39	0	39	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	492		*North-South:*	605
			East-West:	517		*East-West:*	605
			SUM:	1009		*SUM:*	1210
VOLUME/CAPACITY *(V/C)* RATIO:				0.708			0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.608**			**0.749**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
104	North-South Street:	Highland Ave	East-West Street:	Willoughby Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	61	1	**61**
	Left-Through		0			0	
	Through	1456	2	497	1392	2	478
	Through-Right		1			1	
	Right	36	0	36	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	69	1	69
	Left-Through		0			0	
	Through	1689	2	**593**	1582	2	**549**
	Through-Right		1			1	
	Right	91	0	91	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	0	**79**	128	0	128
	Left-Through		0			0	
	Through	100	0	232	331	0	**568**
	Through-Right		0			0	
	Right	53	0	0	109	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	108	0	108	64	0	**64**
	Left-Through		0			0	
	Through	330	0	**489**	157	0	269
	Through-Right		0			0	
	Right	51	0	0	48	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	651		*North-South:*	610
			East-West:	568		*East-West:*	632
			SUM:	1219		*SUM:*	1242
	VOLUME/CAPACITY *(V/C)* RATIO:			0.813			0.828
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.713**			**0.728**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
105	North-South Street:	La Brea Ave	East-West Street:	Melrose Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	104	1	104
	Left-Through		0			0	
	Through	1219	2	448	1472	2	**530**
	Through-Right		1			1	
	Right	126	0	126	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	47	1	**47**
	Left-Through		0			0	
	Through	1216	2	**468**	1158	2	423
	Through-Right		1			1	
	Right	187	0	187	111	0	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	130	1	130
	Left-Through		0			0	
	Through	951	1	**548**	1036	1	**579**
	Through-Right		1			1	
	Right	145	0	145	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	**228**	200	1	**200**
	Left-Through		0			0	
	Through	1341	1	693	946	1	514
	Through-Right		1			1	
	Right	45	0	45	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	547		*North-South:*	577
			East-West:	776		*East-West:*	779
			SUM:	1323		*SUM:*	1356
	VOLUME/CAPACITY *(V/C)* RATIO:			0.928			0.952
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.828**			**0.852**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave East-West Street: Melrose Ave
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	1	0	1
	Left-Through		1			1	
	Through	1393	0	**774**	1326	0	**761**
	Through-Right		1			1	
	Right	149	0	774	189	0	761
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	99	1	**99**
	Left-Through		0			0	
	Through	1403	2	702	1500	2	750
	Through-Right		0			0	
	Right	421	1	230	164	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	191	1	**191**	139	1	139
	Left-Through		0			0	
	Through	1005	1	518	1189	1	**609**
	Through-Right		1			1	
	Right	30	0	30	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	283	1	283	276	1	**276**
	Left-Through		0			0	
	Through	1356	1	**697**	1043	1	554
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	855		*North-South:*	860
			East-West:	888		*East-West:*	885
			SUM:	1743		*SUM:*	1745
VOLUME/CAPACITY *(V/C)* RATIO:				1.223			1.225
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.123**			**1.125**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
107	North-South Street:	Vine St	East-West Street:	Melrose Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	1	**118**	107	1	107
	Left-Through		0			0	
	Through	1177	1	621	1316	1	**686**
	Through-Right		1			1	
	Right	64	0	64	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	102	91	1	**91**
	Left-Through		0			0	
	Through	1186	1	**650**	1118	1	607
	Through-Right		1			1	
	Right	113	0	113	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	**64**	92	1	92
	Left-Through		0			0	
	Through	1124	1	592	1360	1	**727**
	Through-Right		1			1	
	Right	60	0	60	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	53	1	**53**
	Left-Through		0			0	
	Through	1180	1	**631**	1123	1	617
	Through-Right		1			1	
	Right	81	0	81	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	768		*North-South:*	777
			East-West:	695		*East-West:*	780
			SUM:	1463		*SUM:*	1557
VOLUME/CAPACITY *(V/C)* RATIO:				0.975			1.038
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.875**			**0.938**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
108	North-South Street:	Gower	East-West Street:	Melrose Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	1	**360**	515	1	**515**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	266	1	184	265	1	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	**165**	226	1	**226**
	Left-Through		0			0	
	Through	1029	2	515	1256	2	628
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1200	1	**737**	1070	1	**686**
	Through-Right		1			1	
	Right	273	0	273	302	0	302
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	515
			East-West:	902		*East-West:*	912
			SUM:	1262		*SUM:*	1427
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.786**			**0.901**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
109	North-South Street:	Western Ave	East-West Street:	Melrose Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	66	1	**66**
	Left-Through		0			0	
	Through	1238	1	678	1149	1	631
	Through-Right		1			1	
	Right	118	0	118	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	81	96	1	96
	Left-Through		0			0	
	Through	1192	1	**674**	1246	1	**684**
	Through-Right		1			1	
	Right	155	0	155	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	129	1	129
	Left-Through		0			0	
	Through	1110	1	599	1232	1	**662**
	Through-Right		1			1	
	Right	88	0	88	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	96	1	**96**
	Left-Through		0			0	
	Through	1228	1	**634**	1041	1	554
	Through-Right		1			1	
	Right	40	0	40	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	769		*North-South:*	750
			East-West:	704		*East-West:*	758
			SUM:	1473		*SUM:*	1508
VOLUME/CAPACITY *(V/C)* RATIO:				0.982			1.005
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.882**			**0.905**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave East-West Street: Rosewood Ave
Scenario: Future without Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	33	0	**33**
	Left-Through		1			1	
	Through	1657	0	949	1542	0	908
	Through-Right		1			1	
	Right	60	0	949	76	0	908
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	0	5	18	0	18
	Left-Through		1			1	
	Through	1800	0	**932**	1707	0	**919**
	Through-Right		1			1	
	Right	33	0	932	23	0	919
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	0	**31**	38	0	38
	Left-Through		0			0	
	Through	35	0	95	192	0	**253**
	Through-Right		0			0	
	Right	29	0	0	23	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	58	0	58	29	0	**29**
	Left-Through		0			0	
	Through	59	0	**123**	13	0	43
	Through-Right		0			0	
	Right	6	0	0	1	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	962		*North-South:*	952
			East-West:	154		*East-West:*	282
			SUM:	1116		*SUM:*	1234
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.644**			**0.723**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
111	North-South Street:	Highland Ave	East-West Street:	Beverly Blvd
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**0**	3	0	0
	Left-Through		0			0	
	Through	1456	1	783	1394	1	**769**
	Through-Right		1			1	
	Right	110	0	110	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	0	2	0	**0**
	Left-Through		0			0	
	Through	1468	1	**825**	1382	1	746
	Through-Right		1			1	
	Right	182	0	182	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	143	1	**143**	128	1	128
	Left-Through		0			0	
	Through	1040	1	537	1460	1	**735**
	Through-Right		1			1	
	Right	34	0	34	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	94	1	**94**
	Left-Through		0			0	
	Through	1274	1	**650**	1200	1	620
	Through-Right		1			1	
	Right	25	0	25	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	825		*North-South:*	769
			East-West:	793		*East-West:*	829
			SUM:	1618		*SUM:*	1598
VOLUME/CAPACITY *(V/C)* RATIO:				1.135			1.121
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.035**			**1.021**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
1	North-South Street:	Cahuenga Blvd East	East-West Street:	Pilgrimage Bridge
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	28	71	0	71
	Left-Through		1			1	
	Through	1332	2	**453**	2547	2	**873**
	Through-Right		0			0	
	Right	15	1	15	5	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	0	148	292	0	292
	Left-Through		1			1	
	Through	9	0	157	4	0	**296**
	Through-Right		0			0	
	Right	624	1	**624**	242	1	242
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	**3**	11	0	**11**
	Left-Through		1			1	
	Through	1	0	4	3	0	14
	Through-Right		0			0	
	Right	3	1	3	6	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	453		*North-South:*	873
			East-West:	627		*East-West:*	307
			SUM:	1080		*SUM:*	1180
VOLUME/CAPACITY *(V/C)* RATIO:				0.720			0.787
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.620**			**0.687**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
2	North-South Street:	Highland Ave / US 101 I	East-West Street:	Pat Moore Wy / Hollywood Bowl R	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	**11**	16	0	**16**
	Left-Through		1			1	
	Through	2820	2	767	3064	2	822
	Through-Right		1			1	
	Right	182	0	767	127	0	822
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	105	163	1	163
	Left-Through		0			0	
	Through	2711	3	**904**	3195	3	**1065**
	Through-Right		0			0	
	Right	6	1	6	15	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	14	0	**14**
	Left-Through		1			1	
	Through	2	1	**1**	9	1	9
	Through-Right		0			0	
	Right	2	2	1	9	2	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	915		*North-South:*	1081
			East-West:	1		*East-West:*	14
			SUM:	916		*SUM:*	1095
	VOLUME/CAPACITY *(V/C)* RATIO:			0.643			0.768
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.543**			**0.668**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
3	North-South Street:	US-101 NB Off-ramp	East-West Street:	Cahuenga Blvd	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	0	68	109	0	109
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	0	**73**	4	0	**113**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	675	1	675	274	1	274
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1398	2	**699**	2612	2	**1306**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	73		*North-South:*	113
			East-West:	699		*East-West:*	1306
			SUM:	772		*SUM:*	1419
	VOLUME/CAPACITY *(V/C)* RATIO:			0.515			0.946
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.415**			**0.846**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
4	North-South Street:	Highland Ave	East-West Street:	Odin St
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	2878	3	**959**	3180	3	**1060**
	Through-Right		0			0	
	Right	237	1	29	321	1	265
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	8	1	**8**	23	1	**23**
	Left-Through		0			0	
	Through	2784	2	929	3143	2	1048
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	2	0	**2**
	Left-Through		1			1	
	Through	8	1	**6**	2	1	2
	Through-Right		0			0	
	Right	2	1	2	2	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	1	**208**	56	1	**56**
	Left-Through		0			0	
	Through	8	1	8	1	1	1
	Through-Right		0			0	
	Right	19	1	15	19	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	967		*North-South:*	1083
			East-West:	214		*East-West:*	58
			SUM:	1181		*SUM:*	1141
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.830
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.759**			**0.730**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
5	North-South Street:	Odin St	East-West Street:	Cahuenga Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	198	1	**124**	287	1	**190**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	50	0	124	92	0	190
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	667	0	**685**	276	0	277
	Through-Right		1			1	
	Right	18	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	**17**	25	1	25
	Left-Through		0			0	
	Through	1178	1	589	2337	1	**1169**
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	124		*North-South:*	190
			East-West:	702		*East-West:*	1169
			SUM:	826		*SUM:*	1359
	VOLUME/CAPACITY *(V/C)* RATIO:			0.580			0.954
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.480**			**0.854**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
6	North-South Street:	Highland Ave	East-West Street:	Camrose Dr / Milner Rd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	31	1	31
	Left-Through		0			0	
	Through	2975	2	**997**	3294	2	**1106**
	Through-Right		1			1	
	Right	17	0	17	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	**16**	9	1	**9**
	Left-Through		0			0	
	Through	2879	2	965	2828	2	1009
	Through-Right		1			1	
	Right	17	0	17	198	0	198
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	0	**116**	139	0	**139**
	Left-Through		0			0	
	Through	2	0	139	3	0	164
	Through-Right		0			0	
	Right	21	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	22	0	22	20	0	20
	Left-Through		0			0	
	Through	38	0	**86**	10	0	**47**
	Through-Right		0			0	
	Right	26	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1013		*North-South:*	1115
			East-West:	202		*East-West:*	186
			SUM:	1215		*SUM:*	1301
VOLUME/CAPACITY *(V/C)* RATIO:				0.810			0.867
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.710**			**0.767**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
7	North-South Street:	Cahuenga Blvd	East-West Street:	US-101 NB Off-ramp
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1134	2	**567**	2357	2	**1179**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	901	2	451	363	2	182
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	361	1	**197**	85	1	**84**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	32	0	197	83	0	84
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	1179
			East-West:	197		*East-West:*	84
			SUM:	764		*SUM:*	1263
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.842
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.409**			**0.742**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
8	North-South Street:	La Brea Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	22	1	22
	Left-Through		0			0	
	Through	96	1	96	202	1	**202**
	Through-Right		0			0	
	Right	1006	2	0	524	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	76	0	**116**	85	0	131
	Through-Right		1			1	
	Right	40	0	0	46	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	9	1	9	88	1	88
	Left-Through		0			0	
	Through	251	2	**126**	180	2	90
	Through-Right		0			0	
	Right	69	1	52	110	1	**99**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1408	2	**774**	1106	2	**608**
	Left-Through		0			0	
	Through	113	1	113	135	1	135
	Through-Right		0			0	
	Right	44	1	44	56	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	202
			East-West:	900		*East-West:*	707
			SUM:	1050		*SUM:*	909
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.638
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.538**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
9	North-South Street:	Outpost Dr	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	0	124	69	0	69
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	325	0	**449**	71	0	**140**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	47	0	47	70	0	70
	Left-Through		1			1	
	Through	1272	1	**777**	1257	1	**839**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1230	1	637	1107	1	593
	Through-Right		1			1	
	Right	44	0	44	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	140
			East-West:	777		*East-West:*	839
			SUM:	1226		*SUM:*	979
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.653
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.717**			**0.553**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
10	North-South Street:	Orange Dr	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	60	0	60
	Left-Through		0			0	
	Through	2	0	**99**	11	0	**309**
	Through-Right		0			0	
	Right	77	0	0	238	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	**4**	2	0	**2**
	Left-Through		0			0	
	Through	1	0	6	3	0	13
	Through-Right		0			0	
	Right	1	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	0	0	**0**
	Left-Through		1			1	
	Through	1294	0	664	911	0	469
	Through-Right		1			1	
	Right	21	0	664	26	0	469
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	0	52	80	0	80
	Left-Through		1			1	
	Through	1405	0	**862**	1251	0	**805**
	Through-Right		1			1	
	Right	6	0	862	38	0	805
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	103		*North-South:*	311
			East-West:	864		*East-West:*	805
			SUM:	967		*SUM:*	1116
	VOLUME/CAPACITY *(V/C)* RATIO:			0.645			0.744
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.545**			**0.644**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
11	North-South Street:	Orchid Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**5**	3	0	3
	Left-Through		0			0	
	Through	4	0	33	11	0	**44**
	Through-Right		0			0	
	Right	24	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	20	0	**20**
	Left-Through		0			0	
	Through	3	0	**42**	1	0	50
	Through-Right		0			0	
	Right	25	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	20	0	**20**	18	0	**18**
	Left-Through		1			1	
	Through	1324	0	728	1076	0	601
	Through-Right		1			1	
	Right	12	0	728	18	0	601
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	0	9	15	0	15
	Left-Through		1			1	
	Through	1495	0	**776**	1308	0	**704**
	Through-Right		1			1	
	Right	2	0	776	9	0	704
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	47		*North-South:*	64
			East-West:	796		*East-West:*	722
			SUM:	843		*SUM:*	786
VOLUME/CAPACITY *(V/C)* RATIO:				0.562			0.524
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.462**			**0.424**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
12	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (South)	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	1	EB -- 0	WB --	1
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1843	2	621	2088	2	703
	Through-Right		1			1	
	Right	19	0	19	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2179	3	726	1973	3	658
	Through-Right		0			0	
	Right	1567	1	**1257**	1132	1	**836**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1238	1	**621**	1177	1	**593**
	Left-Through		1			1	
	Through	3	0	621	9	0	593
	Through-Right		0			0	
	Right	45	1	45	95	1	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	12	1	**12**	59	1	**59**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1257		*North-South:*	836
			East-West:	633		*East-West:*	652
			SUM:	1890		*SUM:*	1488
VOLUME/CAPACITY *(V/C)* RATIO:				1.260			0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.160**			**0.892**
LEVEL OF SERVICE (LOS):				**F**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
13	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (North)	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3058	3	**1019**	2719	3	**906**
	Through-Right		0			0	
	Right	169	1	0	296	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	199	1	**199**
	Left-Through		0			0	
	Through	2726	3	909	2704	3	901
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	948	2	**521**	565	2	311
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	175	1	70	643	1	**444**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1124		*North-South:*	1105
			East-West:	521		*East-West:*	444
			SUM:	1645		*SUM:*	1549
	VOLUME/CAPACITY *(V/C)* RATIO:			1.154			1.087
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.054**			**0.987**
	LEVEL OF SERVICE (LOS):			**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
14	North-South Street:	Whitley Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	34	93	0	93
	Left-Through		0			0	
	Through	11	0	**88**	27	0	**197**
	Through-Right		0			0	
	Right	43	0	0	77	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	35	0	**35**	30	0	**30**
	Left-Through		0			0	
	Through	16	0	80	15	0	69
	Through-Right		0			0	
	Right	29	0	0	24	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	16	0	**16**	12	0	**12**
	Left-Through		0			0	
	Through	352	0	393	433	0	487
	Through-Right		0			0	
	Right	25	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	47	0	47
	Left-Through		0			0	
	Through	1014	0	**1076**	890	0	**965**
	Through-Right		0			0	
	Right	12	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	123		*North-South:*	227
			East-West:	1092		*East-West:*	977
			SUM:	1215		*SUM:*	1204
VOLUME/CAPACITY *(V/C)* RATIO:				0.810			0.803
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.710**			**0.703**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
15	North-South Street:	Wilcox Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	88	0	**88**
	Left-Through		0			0	
	Through	13	0	166	33	0	322
	Through-Right		0			0	
	Right	111	0	0	201	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	46	0	46
	Left-Through		0			0	
	Through	323	0	**629**	226	0	**470**
	Through-Right		0			0	
	Right	275	0	0	198	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	12	0	**12**
	Left-Through		0			0	
	Through	383	0	416	554	0	601
	Through-Right		0			0	
	Right	27	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	47	1	47
	Left-Through		0			0	
	Through	806	0	**843**	612	0	**648**
	Through-Right		1			1	
	Right	37	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	671		*North-South:*	558
			East-West:	849		*East-West:*	660
			SUM:	1520		*SUM:*	1218
	VOLUME/CAPACITY *(V/C)* RATIO:			1.013			0.812
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.913**			**0.712**
	LEVEL OF SERVICE (LOS):			**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
16	North-South Street:	Cahuenga Blvd	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

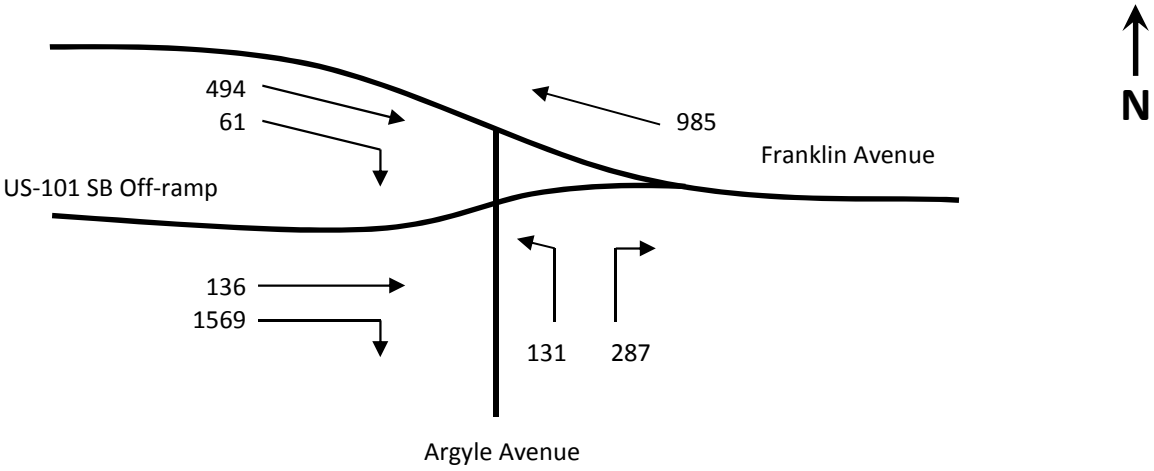
		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	48	1	48
	Left-Through		0			0	
	Through	871	2	436	1725	2	**863**
	Through-Right		0			0	
	Right	88	1	0	151	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	101	75	1	**75**
	Left-Through		0			0	
	Through	1541	2	**771**	800	2	400
	Through-Right		0			0	
	Right	109	1	38	51	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	188	1	**188**
	Left-Through		0			0	
	Through	348	0	389	531	1	299
	Through-Right		1			1	
	Right	41	0	0	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	213	1	213	86	1	86
	Left-Through		0			0	
	Through	828	1	**828**	545	1	**545**
	Through-Right		0			0	
	Right	169	1	119	529	1	492
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	808		*North-South:*	938
			East-West:	970		*East-West:*	733
			SUM:	1778		*SUM:*	1671
VOLUME/CAPACITY *(V/C)* RATIO:				1.185			1.114
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.085**			**1.014**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future with Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{985}{2} = 493$ or

Eastbound Through (Franklin): $\frac{494}{2} = 247$ or

Eastbound Through (US-101): 136

Critical Volume #1 (CV1): **493**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{131 + 287}{2} = \frac{418}{2} = 209$ or

Northbound Right: 287 or

Eastbound Right (Franklin): 61

Critical Volume #2 (CV2): **209**

Critical Volume: 493 + 209 = **702**

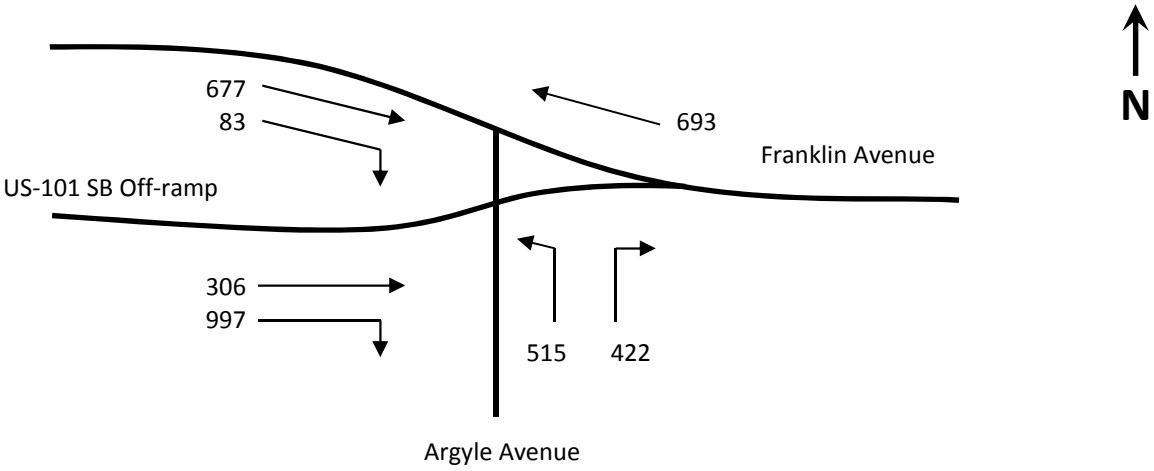
Intersection V/C: $\frac{702}{1500} =$ **0.468**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.368** **Intersection LOS:** **A**

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future with Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{693}{2} = 347$ or

Eastbound Through (Franklin): $\frac{677}{2} = 339$ or

Eastbound Through (US-101): 306

Critical Volume #1 (CV1): **347**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{515 + 422}{2} = \frac{937}{2} = 469$ or

Northbound Right: 422 or

Eastbound Right (Franklin): 83

Critical Volume #2 (CV2): **469**

Critical Volume: 347 + 469 = **816**

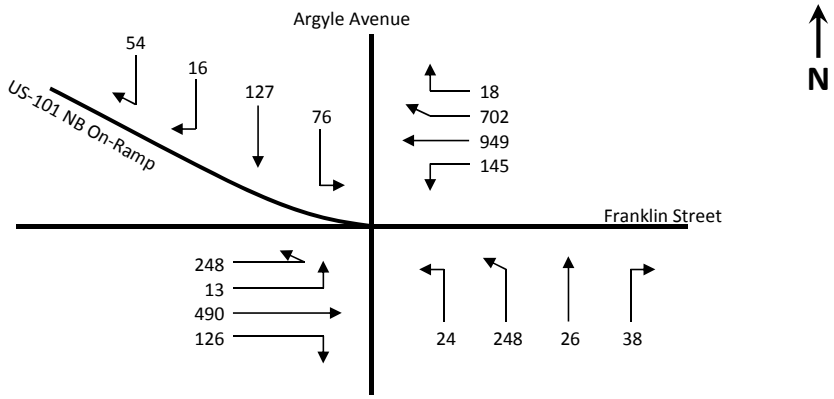
Intersection V/C: $\frac{816}{1500} =$ **0.544**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.444** **Intersection LOS:** **A**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future with Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

248 + 13 = 261 and

Westbound Throughs + Rights:

$$\frac{949 + \frac{702}{2} + 18}{} = \frac{1669}{2} = 835 \quad \text{or}$$

Westbound Rights: 702 + 18 = 720 or

Westbound Lefts: 145 and

Eastbound Throughs: $\frac{490}{2} = 245$ or

Eastbound Rights: 126

Critical Volume #1 (CV1): **1096**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{24 + \frac{248}{2} + 26}{} = \frac{298}{2} = 149 \quad \text{or}$$

Northbound Rights: 38 - 0.5*WBL = 0

Critical Volume #2 (CV2): **149**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 76 or

Southbound Throughs + Rights:

$$\frac{127 + \frac{16}{2} + 54}{} = \frac{197}{2} = 99 \quad \text{or}$$

Southbound Rights: 16 + 54 = 70

Critical Volume #3 (CV3): **99**

Critical Volume: 1096 + 149 + 99 = **1344**

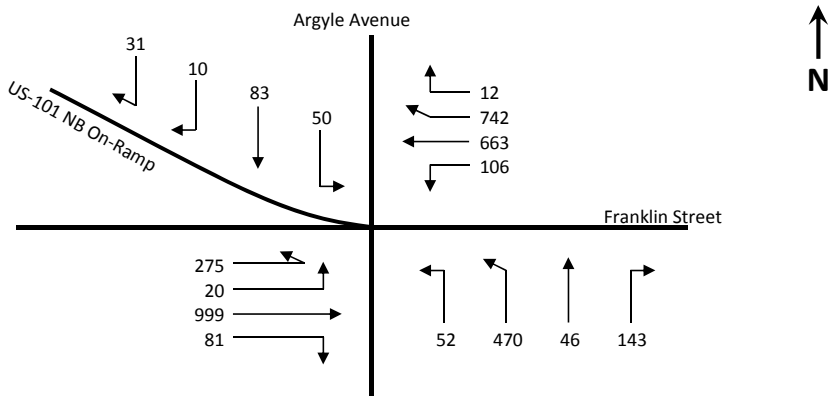
Intersection V/C: $\frac{1344}{1375} = \mathbf{0.977}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.877** **Intersection LOS:** **D**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future with Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

275 + 20 = 295 and

Westbound Throughs + Rights:

$$\frac{663 + 742}{2} + 12$$

$$= \frac{1417}{2} = 709 \quad \text{or}$$

Westbound Rights: 742 + 12 = 754 or

Westbound Lefts: 106 and

Eastbound Throughs: $\frac{999}{2} = 500$ or

Eastbound Rights: 81

Critical Volume #1 (CV1): **1049**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{52 + 470}{2} + 46 = \frac{568}{2} = 284 \quad \text{or}$$

Northbound Rights: 143 - 0.5*WBL = 90

Critical Volume #2 (CV2): **284**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 50 or

Southbound Throughs + Rights:

$$\frac{83 + 10}{2} + 31 = \frac{124}{2} = 62 \quad \text{or}$$

Southbound Rights: 10 + 31 = 41

Critical Volume #3 (CV3): **62**

Critical Volume: 1049 + 284 + 62 = **1395**

Intersection V/C: $\frac{1395}{1375} =$ **1.015**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.915** **Intersection LOS:** **E**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
19	North-South Street:	Gower St	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	304	1	186	477	1	315
	Left-Through		1			1	
	Through	68	0	186	152	0	315
	Through-Right		0			0	
	Right	301	1	**195**	497	1	**435**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	21	0	21
	Left-Through		0			0	
	Through	161	0	**234**	102	0	**138**
	Through-Right		0			0	
	Right	54	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	16	1	16
	Left-Through		0			0	
	Through	553	1	308	1045	1	**549**
	Through-Right		1			1	
	Right	62	0	62	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	213	1	213	125	1	**125**
	Left-Through		0			0	
	Through	1352	1	**679**	1013	1	516
	Through-Right		1			1	
	Right	5	0	5	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	429		*North-South:*	573
			East-West:	689		*East-West:*	674
			SUM:	1118		*SUM:*	1247
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.875
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.685**			**0.775**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
20	North-South Street:	Beachwood Dr	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	24	0	24
	Left-Through		0			0	
	Through	48	0	**93**	51	0	**102**
	Through-Right		0			0	
	Right	34	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	184	0	**184**	225	0	**225**
	Left-Through		1			1	
	Through	0	0	184	1	0	226
	Through-Right		0			0	
	Right	179	1	78	208	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	**101**	210	1	**210**
	Left-Through		0			0	
	Through	789	1	398	1257	1	631
	Through-Right		1			1	
	Right	6	0	6	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	3	5	1	5
	Left-Through		0			0	
	Through	1401	1	**761**	999	1	**590**
	Through-Right		1			1	
	Right	120	0	120	181	0	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	327
			East-West:	862		*East-West:*	800
			SUM:	1139		*SUM:*	1127
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.791
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.699**			**0.691**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
21	North-South Street:	Bronson Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	**35**	48	0	48
	Left-Through		0			0	
	Through	121	0	260	166	0	**458**
	Through-Right		0			0	
	Right	104	0	0	244	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	86	0	86	100	0	**100**
	Left-Through		0			0	
	Through	184	0	**370**	137	0	339
	Through-Right		0			0	
	Right	100	0	0	102	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	88	1	**88**	129	1	129
	Left-Through		0			0	
	Through	769	1	438	1235	1	**649**
	Through-Right		1			1	
	Right	106	0	106	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	195	1	195	125	1	**125**
	Left-Through		0			0	
	Through	1250	1	**653**	997	1	524
	Through-Right		1			1	
	Right	55	0	55	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	405		*North-South:*	558
			East-West:	741		*East-West:*	774
			SUM:	1146		*SUM:*	1332
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.888
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.664**			**0.788**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
22	North-South Street:	Wilton Pl	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	0	68	98	0	98
	Left-Through		0			0	
	Through	6	0	**146**	12	0	**209**
	Through-Right		0			0	
	Right	72	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	42	0	**42**	34	0	**34**
	Left-Through		0			0	
	Through	12	0	62	17	0	53
	Through-Right		0			0	
	Right	8	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	**8**	5	1	5
	Left-Through		0			0	
	Through	1021	1	541	1628	1	**847**
	Through-Right		1			1	
	Right	60	0	60	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	178	131	1	**131**
	Left-Through		0			0	
	Through	1673	1	**841**	1238	1	622
	Through-Right		1			1	
	Right	8	0	8	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	188		*North-South:*	243
			East-West:	849		*East-West:*	978
			SUM:	1037		*SUM:*	1221
VOLUME/CAPACITY *(V/C)* RATIO:				0.691			0.814
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.591**			**0.714**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
23	North-South Street:	Western Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	164	1	**164**
	Left-Through		0			0	
	Through	410	1	239	820	1	477
	Through-Right		1			1	
	Right	68	0	68	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	48	1	48
	Left-Through		0			0	
	Through	1101	2	551	833	2	**417**
	Through-Right		0			0	
	Right	957	1	**603**	616	1	182
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	354	1	**354**	434	1	434
	Left-Through		0			0	
	Through	687	1	402	1176	1	**660**
	Through-Right		1			1	
	Right	116	0	116	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	107	1	107	86	1	**86**
	Left-Through		0			0	
	Through	828	1	**422**	590	1	304
	Through-Right		1			1	
	Right	15	0	15	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	698		*North-South:*	581
			East-West:	776		*East-West:*	746
			SUM:	1474		*SUM:*	1327
	VOLUME/CAPACITY *(V/C)* RATIO:			1.034			0.931
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.934**			**0.831**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
24	North-South Street:	Highland Ave	East-West Street:	Johnny Grant Wy / Yucca St
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	**71**	85	1	**85**
	Left-Through		0			0	
	Through	1781	2	604	1901	2	646
	Through-Right		1			1	
	Right	31	0	31	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	34	1	34
	Left-Through		0			0	
	Through	2108	3	**703**	1918	3	**639**
	Through-Right		0			0	
	Right	224	1	208	128	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	**16**	139	1	**72**
	Left-Through		1			1	
	Through	2	0	16	5	0	72
	Through-Right		0			0	
	Right	53	1	18	108	1	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	51	1	**41**	78	1	**61**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	774		*North-South:*	724
			East-West:	57		*East-West:*	133
			SUM:	831		*SUM:*	857
VOLUME/CAPACITY *(V/C)* RATIO:				0.583			0.601
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.483**			**0.501**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
25	North-South Street:	Cahuenga Blvd	East-West Street:	Yucca St
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	38	1	38
	Left-Through		0			0	
	Through	854	1	448	1435	1	**747**
	Through-Right		1			1	
	Right	42	0	42	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	64	1	**64**
	Left-Through		0			0	
	Through	1675	2	**838**	831	2	416
	Through-Right		0			0	
	Right	34	1	34	33	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	0	58	145	0	**145**
	Left-Through		0			0	
	Through	33	0	**105**	62	0	226
	Through-Right		0			0	
	Right	14	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	98	1	**98**	46	1	46
	Left-Through		0			0	
	Through	66	1	66	82	1	82
	Through-Right		0			0	
	Right	95	1	62	295	1	**263**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	848		*North-South:*	811
			East-West:	203		*East-West:*	408
			SUM:	1051		*SUM:*	1219
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.813
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.601**			**0.713**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
26	North-South Street:	Ivar Ave	East-West Street:	Yucca St
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	145	0	145
	Left-Through		0			0	
	Through	3	0	**78**	15	0	**276**
	Through-Right		0			0	
	Right	45	0	0	116	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	**2**	1	0	**1**
	Left-Through		0			0	
	Through	11	0	22	1	0	5
	Through-Right		0			0	
	Right	9	0	0	3	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	9	1	9	11	1	**11**
	Left-Through		0			0	
	Through	97	1	**97**	177	1	177
	Through-Right		0			0	
	Right	50	1	50	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	347	1	**347**	45	1	45
	Left-Through		0			0	
	Through	212	1	212	337	1	**337**
	Through-Right		0			0	
	Right	11	1	11	17	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	80		*North-South:*	277
			East-West:	444		*East-West:*	348
			SUM:	524		*SUM:*	625
VOLUME/CAPACITY *(V/C)* RATIO:				0.349			0.417
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.249**			**0.317**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
27	North-South Street:	Vine St	East-West Street:	Yucca St
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	254	1	**254**
	Left-Through		0			0	
	Through	425	1	304	877	1	577
	Through-Right		1			1	
	Right	182	0	182	277	0	277
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	105	41	1	41
	Left-Through		0			0	
	Through	1152	1	**754**	1019	1	**532**
	Through-Right		1			1	
	Right	355	0	355	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	54	1	54
	Left-Through		0			0	
	Through	70	1	**70**	155	1	**155**
	Through-Right		0			0	
	Right	64	1	20	86	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	**118**	111	1	**111**
	Left-Through		0			0	
	Through	151	1	80	92	1	52
	Through-Right		1			1	
	Right	8	0	8	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	843		*North-South:*	786
			East-West:	188		*East-West:*	266
			SUM:	1031		*SUM:*	1052
	VOLUME/CAPACITY *(V/C)* RATIO:			0.687			0.701
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.587**			**0.601**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
28	North-South Street:	Argyle Ave	East-West Street:	Yucca St
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 / EB -- 0		SB -- 1 / WB -- 0		NB -- 0 / EB -- 0		SB -- 1 / WB -- 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	**22**	43	0	43
	Left-Through		1			1	
	Through	201	0	116	518	0	**295**
	Through-Right		1			1	
	Right	9	0	116	29	0	295
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	3	10	0	**10**
	Left-Through		1			1	
	Through	220	0	**112**	122	0	71
	Through-Right		1			1	
	Right	3	1	0	4	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	172	1	**172**	295	1	**295**
	Left-Through		0			0	
	Through	30	1	30	98	1	98
	Through-Right		0			0	
	Right	133	1	133	82	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	13	1	13
	Left-Through		0			0	
	Through	177	0	**236**	105	0	**195**
	Through-Right		1			1	
	Right	59	0	0	90	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	134		*North-South:*	305
			East-West:	408		*East-West:*	490
			SUM:	542		*SUM:*	795
VOLUME/CAPACITY *(V/C)* RATIO:				0.361			0.530
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.261**			**0.430**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
29	North-South Street:	Gower St	East-West Street:	Carlos Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	20	1	20
	Left-Through		0			0	
	Through	374	1	196	843	1	**430**
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	17	0	**17**
	Left-Through		1			1	
	Through	937	0	**507**	620	0	357
	Through-Right		1			1	
	Right	49	0	507	25	0	357
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	0	18	13	0	13
	Left-Through		0			0	
	Through	6	0	**63**	0	0	**45**
	Through-Right		0			0	
	Right	39	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	13	0	13
	Left-Through		0			0	
	Through	4	0	**71**	2	0	**75**
	Through-Right		0			0	
	Right	33	0	0	60	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	541		*North-South:*	447
			East-West:	134		*East-West:*	120
			SUM:	675		*SUM:*	567
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.374**			**0.298**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
30	North-South Street:	Laurel Canyon Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	3	EB -- 2	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	697	1	**429**	1129	1	**661**
	Through-Right		1			1	
	Right	161	0	161	193	0	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	483	1	**483**	483	1	**483**
	Left-Through		0			0	
	Through	1510	1	776	1103	1	564
	Through-Right		1			1	
	Right	42	0	42	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	9	0	9	54	0	54
	Left-Through		0			0	
	Through	26	0	**36**	58	0	**116**
	Through-Right		0			0	
	Right	1	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	514	2	0	560	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	912		*North-South:*	1144
			East-West:	36		*East-West:*	116
			SUM:	948		*SUM:*	1260
VOLUME/CAPACITY *(V/C)* RATIO:				0.665			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.565**			**0.784**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
31	North-South Street:	Fairfax Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	1	**196**	395	1	**395**
	Left-Through		0			0	
	Through	24	1	24	39	1	39
	Through-Right		0			0	
	Right	535	1	0	824	1	223
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	3	0	3
	Left-Through		0			0	
	Through	34	0	**49**	23	0	**28**
	Through-Right		0			0	
	Right	5	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	11	1	11
	Left-Through		0			0	
	Through	440	1	440	673	1	**440**
	Through-Right		1			1	
	Right	663	0	**565**	206	0	206
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	834	1	**834**	601	1	**601**
	Left-Through		0			0	
	Through	747	1	378	525	1	267
	Through-Right		1			1	
	Right	8	0	8	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	245		*North-South:*	423
			East-West:	1399		*East-West:*	1041
			SUM:	1644		*SUM:*	1464
VOLUME/CAPACITY *(V/C)* RATIO:				1.154			1.027
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.054**			**0.927**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
32	North-South Street:	Nichols Canyon Rd / G	East-West Street:	Hollywood Blvd	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	21	0	21
	Left-Through		0			0	
	Through	15	0	46	178	0	**255**
	Through-Right		0			0	
	Right	25	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	88	0	88	47	0	**47**
	Left-Through		0			0	
	Through	181	0	**527**	35	0	135
	Through-Right		0			0	
	Right	258	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	167	1	**167**
	Left-Through		0			0	
	Through	1000	1	506	1368	1	692
	Through-Right		1			1	
	Right	11	0	11	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	1	34	23	1	23
	Left-Through		0			0	
	Through	1394	1	**721**	1104	1	**580**
	Through-Right		1			1	
	Right	47	0	47	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	302
			East-West:	762		*East-West:*	747
			SUM:	1295		*SUM:*	1049
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.699
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.763**			**0.599**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gardner St **East-West Street:** Hollywood Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	50	0	50
	Left-Through		0			0	
	Through	41	0	**132**	92	0	**207**
	Through-Right		0			0	
	Right	59	0	0	65	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	**9**	7	0	**7**
	Left-Through		0			0	
	Through	38	0	92	25	0	63
	Through-Right		0			0	
	Right	45	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	57	1	57
	Left-Through		0			0	
	Through	1012	1	532	1426	1	**722**
	Through-Right		1			1	
	Right	51	0	51	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	62	1	**62**
	Left-Through		0			0	
	Through	1661	1	**834**	1160	1	583
	Through-Right		1			1	
	Right	7	0	7	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	141		*North-South:*	214
			East-West:	849		*East-West:*	784
			SUM:	990		*SUM:*	998
	VOLUME/CAPACITY *(V/C)* RATIO:			0.660			0.665
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.560**			**0.565**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
34	North-South Street:	Fuller Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	**23**	46	0	46
	Left-Through		0			0	
	Through	57	0	119	173	0	**263**
	Through-Right		0			0	
	Right	39	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	33	32	0	**32**
	Left-Through		0			0	
	Through	65	0	**227**	69	0	163
	Through-Right		0			0	
	Right	129	0	0	62	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	183	1	**183**
	Left-Through		0			0	
	Through	963	1	500	1252	1	644
	Through-Right		1			1	
	Right	36	0	36	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	36	1	36
	Left-Through		0			0	
	Through	1647	2	**824**	1158	2	**579**
	Through-Right		0			0	
	Right	46	1	46	42	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	250		*North-South:*	295
			East-West:	868		*East-West:*	762
			SUM:	1118		*SUM:*	1057
	VOLUME/CAPACITY *(V/C)* RATIO:			0.745			0.705
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.645**			**0.605**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
35	North-South Street:	La Brea Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	**78**	93	1	**93**
	Left-Through		0			0	
	Through	685	2	343	684	2	342
	Through-Right		0			0	
	Right	168	1	0	300	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	32	56	1	56
	Left-Through		0			0	
	Through	810	1	**801**	641	1	**605**
	Through-Right		1			1	
	Right	792	0	792	569	0	569
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	426	1	**426**	458	1	**458**
	Left-Through		0			0	
	Through	566	1	356	834	1	478
	Through-Right		1			1	
	Right	145	0	145	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	276	1	276	255	1	255
	Left-Through		0			0	
	Through	889	1	**460**	580	1	**323**
	Through-Right		1			1	
	Right	30	0	30	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	879		*North-South:*	698
			East-West:	886		*East-West:*	781
			SUM:	1765		*SUM:*	1479
VOLUME/CAPACITY *(V/C)* RATIO:				1.239			1.038
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.139**			**0.938**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
36	North-South Street:	Orange Dr	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 SB --		0	NB -- 0 SB --		0
	EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	62	0	62
	Left-Through		1			1	
	Through	25	0	**51**	40	0	**102**
	Through-Right		0			0	
	Right	79	1	45	104	1	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	45	0	45
	Left-Through		1			1	
	Through	17	0	**31**	23	0	**68**
	Through-Right		0			0	
	Right	29	1	6	119	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	162	1	162
	Left-Through		0			0	
	Through	776	1	409	942	1	**512**
	Through-Right		1			1	
	Right	41	0	41	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	70	1	**70**
	Left-Through		0			0	
	Through	1152	1	**597**	748	1	414
	Through-Right		1			1	
	Right	42	0	42	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	82		*North-South:*	170
			East-West:	644		*East-West:*	582
			SUM:	726		*SUM:*	752
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.547
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.428**			**0.447**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
37	North-South Street:	Highland Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 3	WB --	3	EB -- 3	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	**45**	66	1	66
	Left-Through		0			0	
	Through	1703	2	595	1732	2	**601**
	Through-Right		1			1	
	Right	81	0	81	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	73	134	1	**134**
	Left-Through		0			0	
	Through	1913	2	**701**	1760	2	639
	Through-Right		1			1	
	Right	190	0	190	156	0	156
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	1	**213**	181	1	**181**
	Left-Through		0			0	
	Through	572	2	286	726	2	363
	Through-Right		0			0	
	Right	55	1	10	109	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	164	1	164
	Left-Through		0			0	
	Through	1045	2	**523**	734	2	**367**
	Through-Right		0			0	
	Right	55	1	0	121	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	735
			East-West:	736		*East-West:*	548
			SUM:	1482		*SUM:*	1283
VOLUME/CAPACITY *(V/C)* RATIO:				1.078			0.933
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.978**			**0.833**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
38	North-South Street:	Las Palmas Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	52	0	52
	Left-Through		0			0	
	Through	86	0	**190**	379	0	**534**
	Through-Right		0			0	
	Right	81	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	39	0	**39**	58	0	**58**
	Left-Through		0			0	
	Through	77	0	180	89	0	200
	Through-Right		0			0	
	Right	64	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	76	1	76
	Left-Through		0			0	
	Through	642	1	336	883	1	**466**
	Through-Right		1			1	
	Right	29	0	29	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	1	258	123	1	**123**
	Left-Through		0			0	
	Through	1216	1	**628**	892	1	475
	Through-Right		1			1	
	Right	39	0	39	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	229		*North-South:*	592
			East-West:	680		*East-West:*	589
			SUM:	909		*SUM:*	1181
	VOLUME/CAPACITY *(V/C)* RATIO:			0.606			0.787
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.506**			**0.687**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 39

PROJECT TITLE: Crossroads Hollywood
North-South Street: Cherokee Ave East-West Street: Hollywood Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	0	23	28	0	28
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	63	0	**86**	43	0	**71**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	13	1	**13**	107	1	**107**
	Left-Through		0			0	
	Through	790	2	395	1121	2	561
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1543	1	**787**	986	1	**550**
	Through-Right		1			1	
	Right	31	0	31	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	86		*North-South:*	71
			East-West:	800		*East-West:*	657
			SUM:	886		*SUM:*	728
VOLUME/CAPACITY *(V/C)* RATIO:				0.591			0.485
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.491**			**0.385**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
40	North-South Street:	Whitley Ave	East-West Street:	Hollywood Blvd	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	0	56	40	0	40
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	94	0	**150**	61	0	**101**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	25	1	**25**	106	1	**106**
	Left-Through		0			0	
	Through	758	2	379	1080	2	540
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1453	1	**739**	1034	1	**573**
	Through-Right		1			1	
	Right	24	0	24	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	101
			East-West:	764		*East-West:*	679
			SUM:	914		*SUM:*	780
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.520
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.509**			**0.420**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
41	North-South Street:	Wilcox Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	57	1	57
	Left-Through		0			0	
	Through	126	0	160	387	0	**505**
	Through-Right		1			1	
	Right	34	0	0	118	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	22	0	**22**
	Left-Through		0			0	
	Through	256	0	**392**	214	0	279
	Through-Right		0			0	
	Right	116	0	0	43	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	102	1	**102**
	Left-Through		0			0	
	Through	732	1	386	996	1	522
	Through-Right		1			1	
	Right	39	0	39	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	146	64	1	64
	Left-Through		0			0	
	Through	1411	1	**713**	1011	1	**530**
	Through-Right		1			1	
	Right	15	0	15	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	397		*North-South:*	527
			East-West:	749		*East-West:*	632
			SUM:	1146		*SUM:*	1159
	VOLUME/CAPACITY *(V/C)* RATIO:			0.764			0.773
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.664**			**0.673**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
42	North-South Street:	Cahuenga Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	12	0	0
	Left-Through		1			0	
	Through	764	0	459	1007	1	**557**
	Through-Right		1			1	
	Right	34	0	459	107	0	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	0	36	13	0	**0**
	Left-Through		1			0	
	Through	1390	0	**942**	969	1	540
	Through-Right		1			1	
	Right	350	0	942	111	0	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	72	1	72
	Left-Through		0			0	
	Through	728	1	385	1125	1	**580**
	Through-Right		1			1	
	Right	42	0	42	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	50	1	**50**
	Left-Through		0			0	
	Through	1163	2	**582**	1085	2	543
	Through-Right		0			0	
	Right	43	1	43	98	1	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	962		*North-South:*	557
			East-West:	627		*East-West:*	630
			SUM:	1589		*SUM:*	1187
VOLUME/CAPACITY *(V/C)* RATIO:				1.059			0.791
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.959**			**0.691**
LEVEL OF SERVICE (LOS):				**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
43	North-South Street:	Ivar Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	31	0	31
	Left-Through		0			0	
	Through	60	0	109	224	0	**367**
	Through-Right		0			0	
	Right	40	0	0	112	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	12	0	12	11	0	**11**
	Left-Through		0			0	
	Through	248	0	**394**	47	0	76
	Through-Right		0			0	
	Right	134	0	0	18	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	1	**19**	28	1	28
	Left-Through		0			0	
	Through	771	1	396	1137	1	**583**
	Through-Right		1			1	
	Right	21	0	21	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	54	1	**54**
	Left-Through		0			0	
	Through	1263	1	**654**	1070	1	554
	Through-Right		1			1	
	Right	44	0	44	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	403		*North-South:*	378
			East-West:	673		*East-West:*	637
			SUM:	1076		*SUM:*	1015
	VOLUME/CAPACITY *(V/C)* RATIO:			0.717			0.677
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.617**			**0.577**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
44	North-South Street:	Vine St	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	134	1	134
	Left-Through		0			0	
	Through	642	2	321	1225	2	**613**
	Through-Right		0			0	
	Right	188	1	133	238	1	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	108	1	**108**
	Left-Through		0			0	
	Through	1138	1	**626**	947	1	519
	Through-Right		1			1	
	Right	113	0	113	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	82	1	82
	Left-Through		0			0	
	Through	689	2	345	1123	2	**562**
	Through-Right		0			0	
	Right	17	1	0	19	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	91	1	**91**
	Left-Through		0			0	
	Through	1203	1	**621**	998	1	561
	Through-Right		1			1	
	Right	39	0	39	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	723		*North-South:*	721
			East-West:	670		*East-West:*	653
			SUM:	1393		*SUM:*	1374
VOLUME/CAPACITY *(V/C)* RATIO:				0.978			0.964
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.878**			**0.864**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 45

PROJECT TITLE: Crossroads Hollywood
North-South Street: Argyle Ave **East-West Street:** Hollywood Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	**33**	40	1	40
	Left-Through		0			0	
	Through	104	1	104	323	1	**323**
	Through-Right		0			0	
	Right	48	1	0	63	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	57	1	**57**
	Left-Through		0			0	
	Through	240	1	**240**	136	1	136
	Through-Right		0			0	
	Right	54	1	7	72	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	147	1	**147**
	Left-Through		0			0	
	Through	683	2	342	1262	2	631
	Through-Right		0			0	
	Right	132	1	116	178	1	158
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	204	1	204	85	1	85
	Left-Through		0			0	
	Through	1296	1	**693**	1001	1	**599**
	Through-Right		1			1	
	Right	89	0	89	196	0	196
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	273		*North-South:*	380
			East-West:	788		*East-West:*	746
			SUM:	1061		*SUM:*	1126
	VOLUME/CAPACITY *(V/C)* RATIO:			0.707			0.751
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.607**			**0.651**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
46	North-South Street:	Gower St	East-West Street:	Hollywood Blvd	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	83	1	**83**
	Left-Through		0			0	
	Through	341	1	225	678	1	422
	Through-Right		1			1	
	Right	108	0	108	166	0	166
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	50	1	50
	Left-Through		0			0	
	Through	500	1	**500**	441	1	**441**
	Through-Right		0			0	
	Right	416	1	394	156	1	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	95	1	95
	Left-Through		0			0	
	Through	717	1	378	1224	1	**648**
	Through-Right		1			1	
	Right	38	0	38	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	117	112	1	**112**
	Left-Through		0			0	
	Through	1400	1	**714**	1043	1	561
	Through-Right		1			1	
	Right	27	0	27	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	524
			East-West:	759		*East-West:*	760
			SUM:	1316		*SUM:*	1284
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.856
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.777**			**0.756**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
47	North-South Street:	Bronson Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	**49**	104	1	104
	Left-Through		0			0	
	Through	144	1	144	347	1	**347**
	Through-Right		0			0	
	Right	166	1	49	231	1	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	106	81	1	**81**
	Left-Through		0			0	
	Through	334	0	**434**	204	0	290
	Through-Right		1			1	
	Right	100	0	0	86	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**27**	81	1	81
	Left-Through		0			0	
	Through	722	1	404	1329	1	**697**
	Through-Right		1			1	
	Right	85	0	85	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	235	110	1	**110**
	Left-Through		0			0	
	Through	1331	1	**687**	893	1	476
	Through-Right		1			1	
	Right	42	0	42	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	483		*North-South:*	428
			East-West:	714		*East-West:*	807
			SUM:	1197		*SUM:*	1235
VOLUME/CAPACITY *(V/C)* RATIO:				0.798			0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.698**			**0.723**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
48	North-South Street:	US-101 SB Ramps	East-West Street:	Hollywood Blvd	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

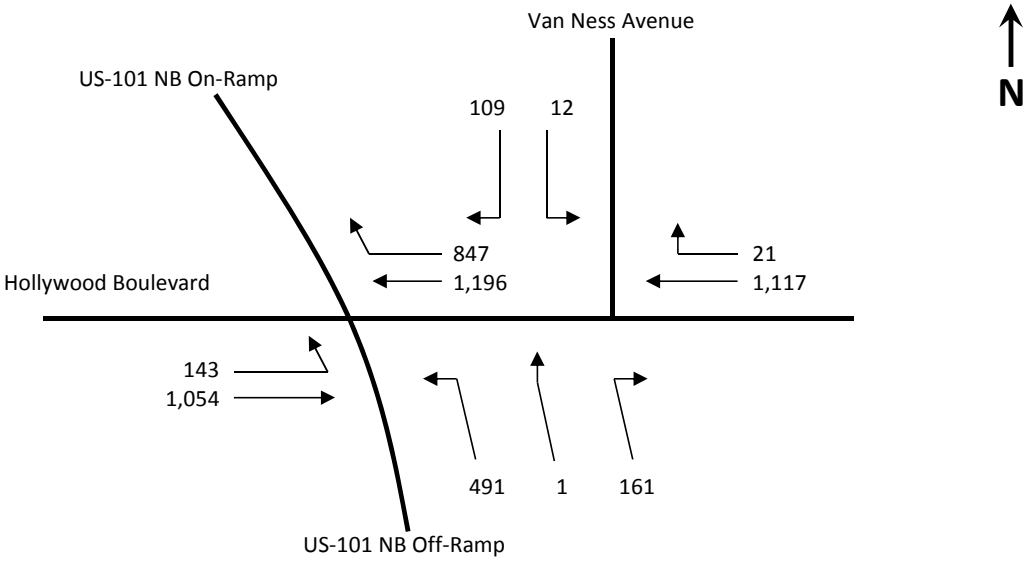
	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	550	1	404	580	1	362
	Left-Through		0			0	
	Through	4	0	**404**	14	0	**362**
	Through-Right		0			0	
	Right	253	0	0	129	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	627	2	314	1195	2	**598**
	Through-Right		0			0	
	Right	274	1	274	405	1	405
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	64	1	**64**
	Left-Through		0			0	
	Through	1583	2	**792**	1271	2	636
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	404		*North-South:*	362
			East-West:	792		*East-West:*	662
			SUM:	1196		*SUM:*	1024
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.719
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.739**			**0.619**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future with Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	143			and
Westbound Throughs:	1,196 / 2	=	598	or
Westbound Rights:	847			or
Eastbound Throughs:	1,054 / 2	=	527	
Critical Volume #1 (CV1):	**990**			

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	491	*	0.55	=	270	or
Northbound Throughs + Rights:	1	+	161	=	162	
Critical Volume #2 (CV2):	**270**					

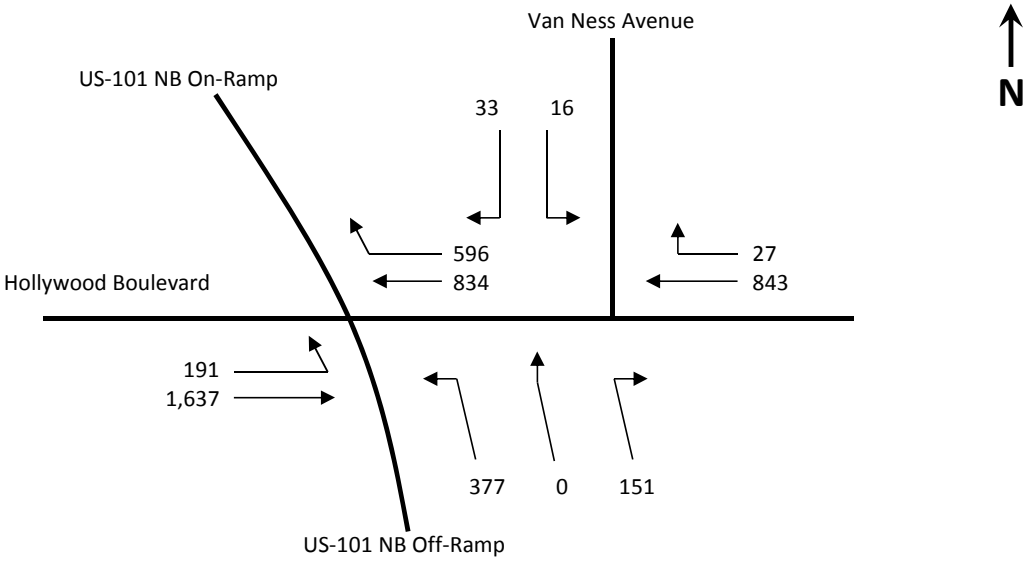
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	12	or
Southbound Rights:	109	
Critical Volume #3 (CV3):	**109**	

Critical Volume:	990	+	270	+	109	= **1,369**
Intersection V/C:	1,369 / 1,425	=	**0.961**			
ATSAC/ATCS Credit:	0.10					
Final intersection V/C:	**0.861**			**Intersection LOS:**		**D**

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future with Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	191			and	
Westbound Throughs:	834 / 2	=	417	or	
Westbound Rights:	596				or
Eastbound Throughs:	1,637 / 2	=	819		
Critical Volume #1 (CV1):	**819**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	377	*	0.55	=	207	or	
Northbound Throughs + Rights:	0	+	151	=	151		
Critical Volume #2 (CV2):	**207**						

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	16	or
Southbound Rights:	33	
Critical Volume #3 (CV3):	**33**	

Critical Volume:	819	+	207	+	33	=	**1,059**
Intersection V/C:	1,059 / 1,425	=	**0.743**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.643**				**Intersection LOS:**		**B**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
50	North-South Street:	Wilton Pl	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	0	370	357	0	357
	Left-Through		1			1	
	Through	65	0	**435**	186	0	**543**
	Through-Right		0			0	
	Right	49	1	7	167	1	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	0	16	23	0	23
	Left-Through		0			0	
	Through	199	0	**266**	162	0	**218**
	Through-Right		0			0	
	Right	51	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	45	1	45
	Left-Through		0			0	
	Through	949	2	475	1312	2	**656**
	Through-Right		0			0	
	Right	169	1	0	187	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	1	85	57	1	**57**
	Left-Through		0			0	
	Through	1369	1	**694**	1145	1	589
	Through-Right		1			1	
	Right	18	0	18	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	701		*North-South:*	761
			East-West:	726		*East-West:*	713
			SUM:	1427		*SUM:*	1474
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			1.034
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.901**			**0.934**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
51	North-South Street:	Western Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	**144**	131	1	**131**
	Left-Through		0			0	
	Through	464	2	232	862	2	431
	Through-Right		0			0	
	Right	90	1	0	102	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	113	1	113
	Left-Through		0			0	
	Through	960	1	**607**	829	1	**493**
	Through-Right		1			1	
	Right	253	0	253	156	0	156
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	1	**129**	234	1	234
	Left-Through		0			0	
	Through	827	1	447	1127	1	**613**
	Through-Right		1			1	
	Right	67	0	67	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	149	1	**149**
	Left-Through		0			0	
	Through	966	2	**483**	906	2	453
	Through-Right		0			0	
	Right	29	1	0	78	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	751		*North-South:*	624
			East-West:	612		*East-West:*	762
			SUM:	1363		*SUM:*	1386
VOLUME/CAPACITY *(V/C)* RATIO:				0.991			1.008
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.891**			**0.908**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
52	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (North)
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	**3**	18	1	18
	Left-Through		0			0	
	Through	929	1	516	1043	1	**583**
	Through-Right		1			1	
	Right	102	0	102	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	31	1	**31**
	Left-Through		0			0	
	Through	1169	2	**585**	1011	2	506
	Through-Right		0			0	
	Right	2	1	2	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	**17**	0	0	**0**
	Left-Through		1			1	
	Through	0	0	17	1	0	1
	Through-Right		0			0	
	Right	14	1	13	16	1	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	161	0	161	196	0	196
	Left-Through		0			0	
	Through	1	0	**216**	0	0	**243**
	Through-Right		0			0	
	Right	54	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	588		*North-South:*	614
			East-West:	233		*East-West:*	243
			SUM:	821		*SUM:*	857
	VOLUME/CAPACITY *(V/C)* RATIO:			0.547			0.571
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.447**			**0.471**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
53	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (South)
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	41	1	**41**
	Left-Through		0			0	
	Through	930	2	465	1076	2	538
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1220	1	**671**	1084	1	**604**
	Through-Right		1			1	
	Right	122	0	122	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	0	110	123	0	123
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	121	0	**231**	125	0	**248**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	750		*North-South:*	645
			East-West:	231		*East-West:*	248
			SUM:	981		*SUM:*	893
	VOLUME/CAPACITY *(V/C)* RATIO:			0.654			0.595
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.554**			**0.495**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 54

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave **East-West Street:** Selma Ave
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
		EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1717	2	**618**	1697	2	**626**
	Through-Right		1			1	
	Right	137	0	137	181	0	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	166	1	**166**
	Left-Through		0			0	
	Through	2062	2	687	1860	2	620
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	216	0	216	79	0	79
	Left-Through		0			0	
	Through	0	0	**328**	0	0	**202**
	Through-Right		0			0	
	Right	112	0	0	123	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	698		*North-South:*	792
			East-West:	328		*East-West:*	202
			SUM:	1026		*SUM:*	994
	VOLUME/CAPACITY *(V/C)* RATIO:			0.684			0.663
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.584**			**0.563**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
55	North-South Street:	Wilcox Ave	East-West Street:	Selma Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	32	1	32
	Left-Through		0			0	
	Through	170	0	189	433	0	**480**
	Through-Right		1			1	
	Right	19	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	8	1	8	39	1	**39**
	Left-Through		0			0	
	Through	350	0	**424**	266	0	324
	Through-Right		1			1	
	Right	74	0	0	58	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	17	66	0	66
	Left-Through		0			0	
	Through	146	0	**190**	302	0	**431**
	Through-Right		0			0	
	Right	27	0	0	63	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	35	0	**35**	45	0	**45**
	Left-Through		0			0	
	Through	109	0	160	169	0	240
	Through-Right		0			0	
	Right	16	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	519
			East-West:	225		*East-West:*	476
			SUM:	693		*SUM:*	995
VOLUME/CAPACITY *(V/C)* RATIO:				0.462			0.663
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.362**			**0.563**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
56	North-South Street:	Cahuenga Blvd	East-West Street:	Selma Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	**19**	0	0	0
	Left-Through		1			0	
	Through	775	0	461	1248	1	**650**
	Through-Right		1			1	
	Right	32	0	461	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	0	26	0	0	**0**
	Left-Through		1			0	
	Through	1292	0	**754**	787	1	456
	Through-Right		1			1	
	Right	112	0	754	125	0	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	0	56	138	0	138
	Left-Through		0			0	
	Through	88	0	**178**	177	0	**396**
	Through-Right		0			0	
	Right	34	0	0	81	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	9	0	**9**	36	0	**36**
	Left-Through		0			0	
	Through	53	0	73	107	0	190
	Through-Right		0			0	
	Right	11	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	773		*North-South:*	650
			East-West:	187		*East-West:*	432
			SUM:	960		*SUM:*	1082
	VOLUME/CAPACITY *(V/C)* RATIO:			0.640			0.721
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.540**			**0.621**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 57

PROJECT TITLE: Crossroads Hollywood
North-South Street: Vine St **East-West Street:** Selma Ave
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	73	1	73
	Left-Through		0			0	
	Through	806	2	403	1318	2	**659**
	Through-Right		0			0	
	Right	102	1	58	118	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	70	1	**70**
	Left-Through		0			0	
	Through	1415	1	**746**	1054	1	577
	Through-Right		1			1	
	Right	76	0	76	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	105	1	105
	Left-Through		0			0	
	Through	80	0	172	232	0	**338**
	Through-Right		1			1	
	Right	92	0	0	106	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	54	1	**54**
	Left-Through		0			0	
	Through	120	0	**272**	131	0	204
	Through-Right		1			1	
	Right	152	0	0	73	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	808		*North-South:*	729
			East-West:	333		*East-West:*	392
			SUM:	1141		*SUM:*	1121
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**			**0.647**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 58

PROJECT TITLE: Crossroads Hollywood
North-South Street: Crescent Heights Blvd **East-West Street:** Sunset Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	111	1	111
	Left-Through		0			0	
	Through	633	2	317	863	2	**432**
	Through-Right		0			0	
	Right	138	1	35	335	1	237
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	48	105	1	**105**
	Left-Through		0			0	
	Through	1013	1	**563**	690	1	399
	Through-Right		1			1	
	Right	112	0	112	107	0	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	211	1	**211**	315	1	**315**
	Left-Through		0			0	
	Through	1129	3	376	1712	3	571
	Through-Right		0			0	
	Right	75	1	52	93	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	207	196	1	196
	Left-Through		0			0	
	Through	1396	2	**478**	1433	2	**503**
	Through-Right		1			1	
	Right	39	0	39	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	609		*North-South:*	537
			East-West:	689		*East-West:*	818
			SUM:	1298		*SUM:*	1355
VOLUME/CAPACITY *(V/C)* RATIO:				0.944			0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.844**			**0.885**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
59	North-South Street:	Fairfax Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	130	1	130
	Left-Through		0			0	
	Through	510	2	255	1006	2	**503**
	Through-Right		0			0	
	Right	196	1	0	219	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	78	1	**78**
	Left-Through		0			0	
	Through	833	2	**417**	648	2	324
	Through-Right		0			0	
	Right	293	1	222	148	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	143	1	143	276	1	276
	Left-Through		0			0	
	Through	1061	2	**386**	1634	2	**573**
	Through-Right		1			1	
	Right	96	0	96	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	288	1	**288**	219	1	**219**
	Left-Through		0			0	
	Through	1348	2	461	1364	2	479
	Through-Right		1			1	
	Right	36	0	36	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	581
			East-West:	674		*East-West:*	792
			SUM:	1191		*SUM:*	1373
VOLUME/CAPACITY *(V/C)* RATIO:				0.866			0.999
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.766**			**0.899**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
60	North-South Street:	Gardner St	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	63	0	63
	Left-Through		0			0	
	Through	191	0	272	259	0	**442**
	Through-Right		0			0	
	Right	51	0	0	120	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	42	0	**42**
	Left-Through		0			0	
	Through	194	0	**285**	137	0	216
	Through-Right		0			0	
	Right	60	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	63	1	**63**	71	1	71
	Left-Through		0			0	
	Through	1372	2	477	1860	2	**645**
	Through-Right		1			1	
	Right	58	0	58	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	57	1	**57**
	Left-Through		0			0	
	Through	1628	2	**559**	1638	2	560
	Through-Right		1			1	
	Right	49	0	49	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	315		*North-South:*	484
			East-West:	622		*East-West:*	702
			SUM:	937		*SUM:*	1186
	VOLUME/CAPACITY *(V/C)* RATIO:			0.625			0.791
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.525**			**0.691**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61

PROJECT TITLE: Crossroads Hollywood
North-South Street: Poinsettia Pl (West) East-West Street: Sunset Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	55	0	55
	Left-Through		0			0	
	Through	17	0	**95**	45	0	**165**
	Through-Right		0			0	
	Right	46	0	0	65	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	**14**	18	0	**18**
	Left-Through		0			0	
	Through	16	0	48	17	0	68
	Through-Right		0			0	
	Right	18	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	12	1	**12**	16	1	16
	Left-Through		0			0	
	Through	1427	2	481	1964	2	**663**
	Through-Right		1			1	
	Right	16	0	16	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	28	1	28	40	1	**40**
	Left-Through		0			0	
	Through	1704	2	**582**	1664	2	568
	Through-Right		1			1	
	Right	42	0	42	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	109		*North-South:*	183
			East-West:	594		*East-West:*	703
			SUM:	703		*SUM:*	886
VOLUME/CAPACITY *(V/C)* RATIO:				0.469			0.591
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.369**			**0.491**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 62

PROJECT TITLE: Crossroads Hollywood
North-South Street: Poinsettia Pl (East) East-West Street: Sunset Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**3**	2	0	**2**
	Left-Through		0			0	
	Through	0	0	15	5	0	21
	Through-Right		0			0	
	Right	12	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	102	0	102	72	0	72
	Left-Through		0			0	
	Through	0	0	**162**	3	0	**131**
	Through-Right		0			0	
	Right	60	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	12	1	**12**	41	1	41
	Left-Through		0			0	
	Through	1475	2	492	2005	2	**669**
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	5	1	**5**
	Left-Through		0			0	
	Through	1709	2	**584**	1685	2	582
	Through-Right		1			1	
	Right	44	0	44	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	165		*North-South:*	133
			East-West:	596		*East-West:*	674
			SUM:	761		*SUM:*	807
VOLUME/CAPACITY *(V/C)* RATIO:				0.507			0.538
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.438**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 63

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave **East-West Street:** Sunset Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	139	1	**139**	241	1	241
	Left-Through		0			0	
	Through	750	2	375	864	2	**432**
	Through-Right		0			0	
	Right	219	1	0	316	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	157	1	**157**
	Left-Through		0			0	
	Through	950	2	**379**	874	2	347
	Through-Right		1			1	
	Right	188	0	188	166	0	166
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	199	223	1	223
	Left-Through		0			0	
	Through	1219	2	**451**	1734	2	**619**
	Through-Right		1			1	
	Right	134	0	134	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	275	1	**275**	248	1	**248**
	Left-Through		0			0	
	Through	1474	2	504	1367	2	489
	Through-Right		1			1	
	Right	38	0	38	101	0	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	589
			East-West:	726		*East-West:*	867
			SUM:	1244		*SUM:*	1456
VOLUME/CAPACITY *(V/C)* RATIO:				0.905			1.059
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.805**			**0.959**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
64	North-South Street:	Orange Dr	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	15	0	15
	Left-Through		0			0	
	Through	70	0	122	138	0	**234**
	Through-Right		0			0	
	Right	40	0	0	81	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	41	0	41	73	0	**73**
	Left-Through		0			0	
	Through	56	0	**162**	67	0	209
	Through-Right		0			0	
	Right	65	0	0	69	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	89	1	**89**
	Left-Through		0			0	
	Through	1209	2	412	1674	2	568
	Through-Right		1			1	
	Right	28	0	28	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	50	1	50
	Left-Through		0			0	
	Through	1660	2	**597**	1663	2	**594**
	Through-Right		1			1	
	Right	130	0	130	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	174		*North-South:*	307
			East-West:	615		*East-West:*	683
			SUM:	789		*SUM:*	990
VOLUME/CAPACITY *(V/C)* RATIO:				0.526			0.660
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.426**			**0.560**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
65	North-South Street:	Highland Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	79	1	**79**
	Left-Through		0			0	
	Through	1316	2	485	1308	2	474
	Through-Right		1			1	
	Right	140	0	140	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	99	139	1	139
	Left-Through		0			0	
	Through	1817	2	**717**	1499	2	**627**
	Through-Right		1			1	
	Right	333	0	333	382	0	382
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	369	1	**369**	365	1	**365**
	Left-Through		0			0	
	Through	1239	2	446	1633	2	572
	Through-Right		1			1	
	Right	99	0	99	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	269	1	269	166	1	166
	Left-Through		0			0	
	Through	1443	2	**504**	1351	2	**478**
	Through-Right		1			1	
	Right	68	0	68	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	706
			East-West:	873		*East-West:*	843
			SUM:	1667		*SUM:*	1549
VOLUME/CAPACITY *(V/C)* RATIO:				1.212			1.127
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.112**			**1.027**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 66

PROJECT TITLE: Crossroads Hollywood
North-South Street: Las Palmas Ave East-West Street: Sunset Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	16	0	16
	Left-Through		0			0	
	Through	46	0	67	229	0	**277**
	Through-Right		0			0	
	Right	15	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	112	1	112	135	1	**135**
	Left-Through		0			0	
	Through	106	0	**269**	94	0	244
	Through-Right		1			1	
	Right	163	0	0	150	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	1	**123**	287	1	**287**
	Left-Through		0			0	
	Through	1326	2	448	1723	2	581
	Through-Right		1			1	
	Right	17	0	17	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	18	1	18
	Left-Through		0			0	
	Through	1689	2	**596**	1474	2	**586**
	Through-Right		1			1	
	Right	98	0	98	283	0	283
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	412
			East-West:	719		*East-West:*	873
			SUM:	994		*SUM:*	1285
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.802**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
67	North-South Street:	Cherokee Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	0	27	146	0	146
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	57	0	**84**	102	0	**248**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1386	2	**470**	1977	2	**669**
	Through-Right		1			1	
	Right	24	0	24	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	93	1	**93**
	Left-Through		0			0	
	Through	1691	3	564	1652	3	551
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	84		*North-South:*	248
			East-West:	608		*East-West:*	762
			SUM:	692		*SUM:*	1010
VOLUME/CAPACITY *(V/C)* RATIO:				0.461			0.673
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.361**			**0.573**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
68	North-South Street:	Seward St	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	110	0	110
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	62	0	**93**	223	0	**333**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1419	2	**480**	2062	2	**696**
	Through-Right		1			1	
	Right	20	0	20	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	59	1	**59**
	Left-Through		0			0	
	Through	1776	3	592	1683	3	561
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	93		*North-South:*	333
			East-West:	629		*East-West:*	755
			SUM:	722		*SUM:*	1088
	VOLUME/CAPACITY *(V/C)* RATIO:			0.481			0.725
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.381**			**0.625**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
69	North-South Street:	Wilcox Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	**31**	47	1	47
	Left-Through		0			0	
	Through	125	0	154	277	0	**333**
	Through-Right		1			1	
	Right	29	0	0	56	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	80	1	**80**
	Left-Through		0			0	
	Through	288	0	**406**	265	0	351
	Through-Right		1			1	
	Right	118	0	0	86	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	171	1	**171**
	Left-Through		0			0	
	Through	1377	2	467	2005	2	685
	Through-Right		1			1	
	Right	23	0	23	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	116	36	1	36
	Left-Through		0			0	
	Through	1711	2	**600**	1575	2	**560**
	Through-Right		1			1	
	Right	90	0	90	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	437		*North-South:*	413
			East-West:	682		*East-West:*	731
			SUM:	1119		*SUM:*	1144
VOLUME/CAPACITY *(V/C)* RATIO:				0.746			0.763
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.646**			**0.663**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
70	North-South Street:	Cahuenga Blvd	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	115	1	115
	Left-Through		0			0	
	Through	547	1	285	1026	1	**551**
	Through-Right		1			1	
	Right	22	0	22	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	99	99	1	**99**
	Left-Through		0			0	
	Through	1105	1	**675**	678	1	409
	Through-Right		1			1	
	Right	245	0	245	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	172	1	**172**	356	1	**356**
	Left-Through		0			0	
	Through	1190	2	428	1620	2	571
	Through-Right		1			1	
	Right	95	0	95	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	96	49	1	49
	Left-Through		0			0	
	Through	1558	2	**539**	1503	2	**539**
	Through-Right		1			1	
	Right	59	0	59	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	650
			East-West:	711		*East-West:*	895
			SUM:	1441		*SUM:*	1545
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			1.084
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.911**			**0.984**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
71	North-South Street:	Ivar Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	46	0	46
	Left-Through		0			0	
	Through	85	0	138	259	0	**408**
	Through-Right		0			0	
	Right	43	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	59	1	**59**
	Left-Through		0			0	
	Through	161	0	**250**	113	0	170
	Through-Right		1			1	
	Right	89	0	0	57	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	44	1	44
	Left-Through		0			0	
	Through	1165	2	397	1768	2	**606**
	Through-Right		1			1	
	Right	27	0	27	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	71	1	**71**
	Left-Through		0			0	
	Through	1720	2	**606**	1546	2	539
	Through-Right		1			1	
	Right	98	0	98	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	260		*North-South:*	467
			East-West:	632		*East-West:*	677
			SUM:	892		*SUM:*	1144
VOLUME/CAPACITY *(V/C)* RATIO:				0.595			0.763
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.495**			**0.663**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
72	North-South Street:	Vine St	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	**125**	158	1	158
	Left-Through		0			0	
	Through	763	2	382	1262	2	**631**
	Through-Right		0			0	
	Right	245	1	11	285	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	1	112	214	1	**214**
	Left-Through		0			0	
	Through	1287	1	**708**	1058	1	604
	Through-Right		1			1	
	Right	128	0	128	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	97	1	97
	Left-Through		0			0	
	Through	1117	2	**410**	1616	2	**579**
	Through-Right		1			1	
	Right	113	0	113	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	**234**	230	1	**230**
	Left-Through		0			0	
	Through	1436	2	520	1462	2	538
	Through-Right		1			1	
	Right	124	0	124	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	833		*North-South:*	845
			East-West:	644		*East-West:*	809
			SUM:	1477		*SUM:*	1654
VOLUME/CAPACITY *(V/C)* RATIO:				1.074			1.203
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.974**			**1.103**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
73	North-South Street:	Argyle Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	0	98	68	0	68
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	0	**298**	166	0	**234**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	150	1	**150**	183	1	**183**
	Left-Through		0			0	
	Through	1279	3	426	1868	3	623
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1685	2	**599**	1674	2	**592**
	Through-Right		1			1	
	Right	112	0	112	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	298		*North-South:*	234
			East-West:	749		*East-West:*	775
			SUM:	1047		*SUM:*	1009
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.673
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.573**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
74	North-South Street:	Gower St	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	**56**	62	1	62
	Left-Through		0			0	
	Through	279	0	366	569	0	**653**
	Through-Right		1			1	
	Right	87	0	0	84	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	84	1	**84**
	Left-Through		0			0	
	Through	399	0	**528**	402	0	513
	Through-Right		1			1	
	Right	129	0	0	111	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	189	1	**189**
	Left-Through		0			0	
	Through	1242	2	453	2099	2	724
	Through-Right		1			1	
	Right	117	0	117	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	175	81	1	81
	Left-Through		0			0	
	Through	1912	2	**647**	1831	2	**646**
	Through-Right		1			1	
	Right	30	0	30	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	584		*North-South:*	737
			East-West:	747		*East-West:*	835
			SUM:	1331		*SUM:*	1572
	VOLUME/CAPACITY *(V/C)* RATIO:			0.934			1.103
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.834**			**1.003**
	LEVEL OF SERVICE (LOS):			**D**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 75

PROJECT TITLE: Crossroads Hollywood
North-South Street: Bronson Ave East-West Street: Sunset Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	**71**	54	1	54
	Left-Through		0			0	
	Through	175	1	175	369	1	**369**
	Through-Right		0			0	
	Right	142	1	99	189	1	165
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	86	134	1	**134**
	Left-Through		0			0	
	Through	357	0	**553**	249	0	347
	Through-Right		1			1	
	Right	196	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	**78**	100	1	100
	Left-Through		0			0	
	Through	1267	2	430	2235	2	**757**
	Through-Right		1			1	
	Right	24	0	24	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	48	1	**48**
	Left-Through		0			0	
	Through	2024	2	**718**	1870	2	657
	Through-Right		1			1	
	Right	130	0	130	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	624		*North-South:*	503
			East-West:	796		*East-West:*	805
			SUM:	1420		*SUM:*	1308
	VOLUME/CAPACITY *(V/C)* RATIO:			0.947			0.872
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.847**			**0.772**
	LEVEL OF SERVICE (LOS):			**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
76	North-South Street:	Van Ness Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	117	1	117
	Left-Through		0			0	
	Through	15	0	**202**	50	0	**235**
	Through-Right		1			1	
	Right	187	0	0	185	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	347	1	**347**	392	1	**392**
	Left-Through		0			0	
	Through	228	0	264	284	0	307
	Through-Right		1			1	
	Right	36	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	10	1	10
	Left-Through		0			0	
	Through	1442	2	505	2471	2	**839**
	Through-Right		1			1	
	Right	72	0	72	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	125	84	1	**84**
	Left-Through		0			0	
	Through	2095	2	**707**	1819	2	611
	Through-Right		1			1	
	Right	25	0	25	13	0	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	549		*North-South:*	627
			East-West:	712		*East-West:*	923
			SUM:	1261		*SUM:*	1550
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			1.033
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.741**			**0.933**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
77	North-South Street:	Wilton Pl	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	115	1	115
	Left-Through		0			0	
	Through	253	1	206	413	1	**306**
	Through-Right		1			1	
	Right	158	0	158	199	0	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	157	1	157	106	1	**106**
	Left-Through		0			0	
	Through	567	1	**337**	403	1	253
	Through-Right		1			1	
	Right	107	0	107	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	96	1	**96**
	Left-Through		0			0	
	Through	1281	2	**501**	1776	2	653
	Through-Right		1			1	
	Right	221	0	221	182	0	182
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	**124**	87	1	87
	Left-Through		0			0	
	Through	977	2	489	1372	2	**686**
	Through-Right		0			0	
	Right	113	1	35	179	1	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	412
			East-West:	625		*East-West:*	782
			SUM:	1039		*SUM:*	1194
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.796
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**			**0.696**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
78	North-South Street:	Western Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	**131**	129	1	129
	Left-Through		0			0	
	Through	470	2	235	680	2	**340**
	Through-Right		0			0	
	Right	75	1	23	86	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	1	147	271	1	**271**
	Left-Through		0			0	
	Through	827	1	**504**	597	1	333
	Through-Right		1			1	
	Right	181	0	181	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	1	154	272	1	**272**
	Left-Through		0			0	
	Through	1166	2	**417**	1477	2	513
	Through-Right		1			1	
	Right	84	0	84	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	**105**	144	1	144
	Left-Through		0			0	
	Through	884	2	321	1191	2	**452**
	Through-Right		1			1	
	Right	79	0	79	164	0	164
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	635		*North-South:*	611
			East-West:	522		*East-West:*	724
			SUM:	1157		*SUM:*	1335
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.971
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.741**			**0.871**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
79	North-South Street:	Highland Ave	East-West Street:	De Longpre Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	**12**	49	1	**49**
	Left-Through		0			0	
	Through	1477	2	508	1407	2	529
	Through-Right		1			1	
	Right	47	0	47	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	1	27	39	1	39
	Left-Through		0			0	
	Through	1992	2	**668**	1652	2	**561**
	Through-Right		1			1	
	Right	11	0	11	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	**26**	30	0	30
	Left-Through		0			0	
	Through	54	0	116	210	0	**346**
	Through-Right		0			0	
	Right	36	0	0	106	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	144	0	144	60	0	**60**
	Left-Through		0			0	
	Through	59	0	**283**	130	0	230
	Through-Right		0			0	
	Right	80	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	610
			East-West:	309		*East-West:*	406
			SUM:	989		*SUM:*	1016
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.677
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.559**			**0.577**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
80	North-South Street:	Gardner St	East-West Street:	Fountain Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	44	0	44
	Left-Through		0			0	
	Through	168	0	253	292	0	**408**
	Through-Right		0			0	
	Right	64	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	57	0	57	77	0	**77**
	Left-Through		0			0	
	Through	247	0	**363**	229	0	353
	Through-Right		0			0	
	Right	59	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	58	1	**58**	103	1	103
	Left-Through		0			0	
	Through	807	1	427	1321	1	**683**
	Through-Right		1			1	
	Right	47	0	47	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	113	1	113	159	1	**159**
	Left-Through		0			0	
	Through	1314	1	**678**	939	1	497
	Through-Right		1			1	
	Right	41	0	41	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	384		*North-South:*	485
			East-West:	736		*East-West:*	842
			SUM:	1120		*SUM:*	1327
	VOLUME/CAPACITY *(V/C)* RATIO:			0.747			0.885
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.647**			**0.785**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
81	North-South Street:	La Brea Ave	East-West Street:	Fountain Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	137	1	**137**
	Left-Through		0			0	
	Through	944	2	331	1168	2	417
	Through-Right		1			1	
	Right	50	0	50	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	78	1	78
	Left-Through		0			0	
	Through	1069	2	**433**	1083	2	**404**
	Through-Right		1			1	
	Right	229	0	229	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	177	1	**177**
	Left-Through		0			0	
	Through	649	1	388	864	1	488
	Through-Right		1			1	
	Right	127	0	127	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	127	1	127
	Left-Through		0			0	
	Through	807	0	**826**	729	0	**778**
	Through-Right		1			1	
	Right	19	0	0	49	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	538		*North-South:*	541
			East-West:	966		*East-West:*	955
			SUM:	1504		*SUM:*	1496
VOLUME/CAPACITY *(V/C)* RATIO:				1.003			0.997
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.903**			**0.897**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
82	North-South Street:	Highland Ave	East-West Street:	Fountain Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	50	1	**50**
	Left-Through		0			0	
	Through	1444	2	499	1329	2	470
	Through-Right		1			1	
	Right	52	0	52	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	25	1	25
	Left-Through		0			0	
	Through	1856	2	**695**	1617	2	**600**
	Through-Right		1			1	
	Right	229	0	229	183	0	183
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	164	1	**164**
	Left-Through		0			0	
	Through	432	0	520	517	0	598
	Through-Right		1			1	
	Right	88	0	0	81	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	84	1	84	51	1	51
	Left-Through		0			0	
	Through	456	0	**484**	488	0	**527**
	Through-Right		1			1	
	Right	28	0	0	39	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	745		*North-South:*	650
			East-West:	667		*East-West:*	691
			SUM:	1412		*SUM:*	1341
VOLUME/CAPACITY *(V/C)* RATIO:				0.941			0.894
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.841**			**0.794**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
83	North-South Street:	Wilcox Ave	East-West Street:	Fountain Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	27	1	27
	Left-Through		0			0	
	Through	152	0	182	313	0	**360**
	Through-Right		1			1	
	Right	30	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	42	1	**42**
	Left-Through		0			0	
	Through	203	0	**248**	250	0	285
	Through-Right		1			1	
	Right	45	0	0	35	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	0	**27**	44	0	44
	Left-Through		1			1	
	Through	345	0	372	575	0	**619**
	Through-Right		0			0	
	Right	24	1	17	47	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	18	0	**18**
	Left-Through		0			0	
	Through	540	0	**600**	409	0	467
	Through-Right		0			0	
	Right	40	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	263		*North-South:*	402
			East-West:	627		*East-West:*	637
			SUM:	890		*SUM:*	1039
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.493**			**0.593**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
84	North-South Street:	Cahuenga Blvd	East-West Street:	Fountain Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	30	0	30
	Left-Through		1			1	
	Through	584	0	343	873	0	**531**
	Through-Right		1			1	
	Right	24	0	343	68	0	531
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	41	0	**41**
	Left-Through		1			1	
	Through	1077	0	**617**	779	0	518
	Through-Right		1			1	
	Right	81	0	617	93	0	518
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	0	**142**	126	0	126
	Left-Through		0			0	
	Through	264	0	425	565	0	**706**
	Through-Right		0			0	
	Right	19	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	41	0	41	26	0	**26**
	Left-Through		0			0	
	Through	487	0	**568**	443	0	516
	Through-Right		0			0	
	Right	40	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	572
			East-West:	710		*East-West:*	732
			SUM:	1340		*SUM:*	1304
VOLUME/CAPACITY *(V/C)* RATIO:				0.893			0.869
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.793**			**0.769**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
85	North-South Street:	Vine St	East-West Street:	Fountain Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	62	1	62
	Left-Through		0			0	
	Through	1052	1	562	1434	1	**750**
	Through-Right		1			1	
	Right	72	0	72	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	68	1	**68**
	Left-Through		0			0	
	Through	1365	1	**715**	1309	1	686
	Through-Right		1			1	
	Right	65	0	65	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	**58**	95	1	95
	Left-Through		0			0	
	Through	257	0	287	544	0	**592**
	Through-Right		1			1	
	Right	30	0	0	48	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	68	1	**68**
	Left-Through		0			0	
	Through	474	0	**599**	395	0	496
	Through-Right		1			1	
	Right	125	0	0	101	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	765		*North-South:*	818
			East-West:	657		*East-West:*	660
			SUM:	1422		*SUM:*	1478
VOLUME/CAPACITY *(V/C)* RATIO:				0.948			0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.848**			**0.885**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
86	North-South Street:	Gower St	East-West Street:	Fountain Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	47	1	47
	Left-Through		0			0	
	Through	313	0	355	606	0	**632**
	Through-Right		1			1	
	Right	42	0	0	26	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	90	1	**90**
	Left-Through		0			0	
	Through	489	0	**568**	526	0	599
	Through-Right		1			1	
	Right	79	0	0	73	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	0	**79**	104	0	104
	Left-Through		0			0	
	Through	232	0	340	578	0	**711**
	Through-Right		0			0	
	Right	29	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	49	0	49	47	0	**47**
	Left-Through		0			0	
	Through	531	0	**620**	421	0	522
	Through-Right		0			0	
	Right	40	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	722
			East-West:	699		*East-West:*	758
			SUM:	1294		*SUM:*	1480
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.987
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.763**			**0.887**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
87	North-South Street:	Highland Ave	East-West Street:	Lexington Ave	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	65	1	**65**
	Left-Through		0			0	
	Through	1474	2	505	1401	2	517
	Through-Right		1			1	
	Right	41	0	41	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	36	42	1	42
	Left-Through		0			0	
	Through	1878	2	**650**	1658	2	**565**
	Through-Right		1			1	
	Right	72	0	72	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	0	**28**	29	0	29
	Left-Through		0			0	
	Through	57	0	127	211	0	**301**
	Through-Right		0			0	
	Right	42	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	56	0	56	21	0	**21**
	Left-Through		0			0	
	Through	142	0	**255**	69	0	111
	Through-Right		0			0	
	Right	57	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	671		*North-South:*	630
			East-West:	283		*East-West:*	322
			SUM:	954		*SUM:*	952
	VOLUME/CAPACITY *(V/C)* RATIO:			0.636			0.635
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.536**			**0.535**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
88	North-South Street:	Fairfax Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	110	1	110
	Left-Through		0			0	
	Through	731	2	366	918	2	**459**
	Through-Right		0			0	
	Right	93	1	0	170	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	171	1	**171**
	Left-Through		0			0	
	Through	999	1	**551**	731	1	434
	Through-Right		1			1	
	Right	103	0	103	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	**121**	281	1	**281**
	Left-Through		0			0	
	Through	612	1	336	1321	1	694
	Through-Right		1			1	
	Right	59	0	59	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	293	1	293	166	1	166
	Left-Through		0			0	
	Through	1181	1	**657**	1062	1	**614**
	Through-Right		1			1	
	Right	133	0	133	165	0	165
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	630
			East-West:	778		*East-West:*	895
			SUM:	1431		*SUM:*	1525
VOLUME/CAPACITY *(V/C)* RATIO:				1.041			1.109
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.971**			**1.039**
LEVEL OF SERVICE (LOS):				**E**			**F**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
89	North-South Street:	Gardner St	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2? *			1			1
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	**13**	35	1	**35**
	Left-Through		0			0	
	Through	92	0	127	183	0	224
	Through-Right		1			1	
	Right	35	0	0	41	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	58	68	1	68
	Left-Through		0			0	
	Through	249	0	**327**	200	0	**279**
	Through-Right		1			1	
	Right	78	0	0	79	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	129	1	**129**
	Left-Through		0			0	
	Through	921	1	468	1585	1	821
	Through-Right		1			1	
	Right	15	0	15	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	45	1	45
	Left-Through		0			0	
	Through	1513	1	**787**	1386	1	**740**
	Through-Right		1			1	
	Right	60	0	60	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	340		*North-South:*	314
			East-West:	862		*East-West:*	869
			SUM:	1202		*SUM:*	1183
	VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.789
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.731**			**0.719**
	LEVEL OF SERVICE (LOS):			**C**			**C**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
90	

PROJECT TITLE: Crossroads Hollywood
North-South Street: Formosa Ave **East-West Street:** Santa Monica Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	0	**64**	127	0	**127**
	Left-Through		1			1	
	Through	9	0	73	31	0	158
	Through-Right		0			0	
	Right	28	1	0	124	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	13	0	13
	Left-Through		0			0	
	Through	51	0	**165**	59	0	**168**
	Through-Right		0			0	
	Right	104	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	38	1	38
	Left-Through		0			0	
	Through	1171	1	623	1688	1	**903**
	Through-Right		1			1	
	Right	74	0	74	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	90	1	**90**
	Left-Through		0			0	
	Through	1587	1	**801**	1358	1	688
	Through-Right		1			1	
	Right	15	0	15	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	229		*North-South:*	295
			East-West:	819		*East-West:*	993
			SUM:	1048		*SUM:*	1288
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.904
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.665**			**0.834**
LEVEL OF SERVICE (LOS):				**B**			**D**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
91	North-South Street:	La Brea Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	**117**	125	1	125
	Left-Through		0			0	
	Through	801	2	304	1102	2	**432**
	Through-Right		1			1	
	Right	112	0	112	193	0	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	101	1	**101**
	Left-Through		0			0	
	Through	1193	2	**451**	1029	2	394
	Through-Right		1			1	
	Right	160	0	160	154	0	154
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	**101**	193	1	193
	Left-Through		0			0	
	Through	935	1	508	1356	1	**752**
	Through-Right		1			1	
	Right	80	0	80	148	0	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	194	1	**194**
	Left-Through		0			0	
	Through	1276	1	**675**	1114	1	600
	Through-Right		1			1	
	Right	73	0	73	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	533
			East-West:	776		*East-West:*	946
			SUM:	1344		*SUM:*	1479
VOLUME/CAPACITY *(V/C)* RATIO:				0.977			1.076
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.907**			**1.006**
LEVEL OF SERVICE (LOS):				**E**			**F**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
92	North-South Street:	Highland Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	**75**	97	1	**97**
	Left-Through		0			0	
	Through	1268	3	423	1158	3	386
	Through-Right		0			0	
	Right	166	1	0	257	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	148	117	1	117
	Left-Through		0			0	
	Through	1518	2	**614**	1353	2	**530**
	Through-Right		1			1	
	Right	324	0	324	238	0	238
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	185	1	**185**	287	1	287
	Left-Through		0			0	
	Through	1200	1	633	1623	1	**851**
	Through-Right		1			1	
	Right	65	0	65	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	236	1	236	201	1	**201**
	Left-Through		0			0	
	Through	1424	1	**746**	1382	1	761
	Through-Right		1			1	
	Right	67	0	67	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	689		*North-South:*	627
			East-West:	931		*East-West:*	1052
			SUM:	1620		*SUM:*	1679
VOLUME/CAPACITY *(V/C)* RATIO:				1.137			1.178
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.037**			**1.078**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
93	North-South Street:	Las Palmas Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	**28**	41	0	41
	Left-Through		0			0	
	Through	65	0	116	163	0	**300**
	Through-Right		0			0	
	Right	23	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	56	0	56	58	0	**58**
	Left-Through		0			0	
	Through	96	0	**223**	98	0	213
	Through-Right		0			0	
	Right	71	0	0	57	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	85	1	85
	Left-Through		0			0	
	Through	1440	1	737	1816	1	**936**
	Through-Right		1			1	
	Right	34	0	34	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	133	1	133	108	1	**108**
	Left-Through		0			0	
	Through	1661	1	**856**	1569	1	830
	Through-Right		1			1	
	Right	50	0	50	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	251		*North-South:*	358
			East-West:	891		*East-West:*	1044
			SUM:	1142		*SUM:*	1402
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.935
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**			**0.835**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
94	North-South Street:	Wilcox Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	18	0	**18**
	Left-Through		0			0	
	Through	105	0	156	201	0	239
	Through-Right		0			0	
	Right	26	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	47	0	47	46	0	46
	Left-Through		0			0	
	Through	143	0	**281**	201	0	**319**
	Through-Right		0			0	
	Right	91	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	73	1	73
	Left-Through		0			0	
	Through	1153	1	586	1870	1	**953**
	Through-Right		1			1	
	Right	18	0	18	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	20	1	**20**
	Left-Through		0			0	
	Through	2008	1	**1015**	1638	1	843
	Through-Right		1			1	
	Right	21	0	21	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	306		*North-South:*	337
			East-West:	1047		*East-West:*	973
			SUM:	1353		*SUM:*	1310
VOLUME/CAPACITY *(V/C)* RATIO:				0.902			0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.802**			**0.773**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
95	North-South Street:	Cahuenga Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	36	0	**36**
	Left-Through		1			1	
	Through	447	0	310	672	0	428
	Through-Right		1			1	
	Right	17	0	310	40	0	428
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	0	45	63	0	63
	Left-Through		1			1	
	Through	802	0	**571**	735	0	**554**
	Through-Right		1			1	
	Right	250	0	571	121	0	554
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	0	**86**	164	0	164
	Left-Through		1			1	
	Through	1112	1	814	1768	1	**1376**
	Through-Right		0			0	
	Right	47	1	47	44	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	66	45	1	**45**
	Left-Through		0			0	
	Through	1766	1	**906**	1642	1	863
	Through-Right		1			1	
	Right	45	0	45	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	597		*North-South:*	590
			East-West:	992		*East-West:*	1421
			SUM:	1589		*SUM:*	2011
VOLUME/CAPACITY *(V/C)* RATIO:				1.059			1.341
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.959**			**1.241**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
96	North-South Street:	Vine St	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	81	1	81
	Left-Through		0			0	
	Through	1117	2	559	1393	2	**697**
	Through-Right		0			0	
	Right	100	1	27	90	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	72	115	1	**115**
	Left-Through		0			0	
	Through	1308	1	**731**	1214	1	662
	Through-Right		1			1	
	Right	154	0	154	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	124	1	124
	Left-Through		0			0	
	Through	1104	1	588	1713	1	**886**
	Through-Right		1			1	
	Right	71	0	71	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	146	88	1	**88**
	Left-Through		0			0	
	Through	1728	1	**899**	1443	1	790
	Through-Right		1			1	
	Right	70	0	70	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	820		*North-South:*	812
			East-West:	974		*East-West:*	974
			SUM:	1794		*SUM:*	1786
VOLUME/CAPACITY *(V/C)* RATIO:				1.196			1.191
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.096**			**1.091**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
97	North-South Street:	Gower St	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	**29**	39	1	39
	Left-Through		0			0	
	Through	272	0	330	513	0	**600**
	Through-Right		1			1	
	Right	58	0	0	87	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	81	61	1	**61**
	Left-Through		0			0	
	Through	507	0	**556**	397	0	467
	Through-Right		1			1	
	Right	49	0	0	70	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	**68**	101	1	101
	Left-Through		0			0	
	Through	1183	1	609	1803	1	**916**
	Through-Right		1			1	
	Right	34	0	34	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	205	1	205	98	1	**98**
	Left-Through		0			0	
	Through	1858	1	**949**	1701	1	886
	Through-Right		1			1	
	Right	39	0	39	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	661
			East-West:	1017		*East-West:*	1014
			SUM:	1602		*SUM:*	1675
VOLUME/CAPACITY *(V/C)* RATIO:				1.068			1.117
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.968**			**1.017**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
98	North-South Street:	Bronson Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0 *SB --*		0	*NB --* 0 *SB --*		0
	EB -- 0 *WB --*		0	*EB --* 0 *WB --*		0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	5	0	**17**	11	0	**28**
	Through-Right		0			0	
	Right	3	0	0	9	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	165	143	1	**143**
	Left-Through		0			0	
	Through	17	0	**176**	10	0	143
	Through-Right		1			1	
	Right	159	0	0	133	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	**86**	103	1	**103**
	Left-Through		0			0	
	Through	1259	1	631	1709	1	869
	Through-Right		1			1	
	Right	3	0	3	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	1	8	30	1	30
	Left-Through		0			0	
	Through	1865	1	**972**	1710	1	**880**
	Through-Right		1			1	
	Right	78	0	78	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	171
			East-West:	1058		*East-West:*	983
			SUM:	1251		*SUM:*	1154
VOLUME/CAPACITY *(V/C)* RATIO:				0.878			0.810
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.778**			**0.710**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
99	North-South Street:	Van Ness Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	309	0	418	484	0	**587**
	Through-Right		1			1	
	Right	109	0	0	103	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	484	0	**593**	447	0	538
	Through-Right		1			1	
	Right	109	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	57	1	57
	Left-Through		0			0	
	Through	1180	1	665	1692	1	**905**
	Through-Right		1			1	
	Right	149	0	149	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	29	1	**29**
	Left-Through		0			0	
	Through	1793	1	**912**	1585	1	809
	Through-Right		1			1	
	Right	30	0	30	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	587
			East-West:	953		*East-West:*	934
			SUM:	1546		*SUM:*	1521
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			1.014
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.931**			**0.914**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
100	North-South Street:	Wilton Pl	East-West Street:	Santa Monica Blvd	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	835	1	452	882	1	**490**
	Through-Right		1			1	
	Right	69	0	69	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	870	1	**488**	716	1	387
	Through-Right		1			1	
	Right	105	0	105	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	1	**42**	70	1	70
	Left-Through		0			0	
	Through	1132	1	601	1604	1	**839**
	Through-Right		1			1	
	Right	70	0	70	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	110	1	**110**
	Left-Through		0			0	
	Through	1470	1	**742**	1480	1	758
	Through-Right		1			1	
	Right	13	0	13	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	488		*North-South:*	490
			East-West:	784		*East-West:*	949
			SUM:	1272		*SUM:*	1439
	VOLUME/CAPACITY *(V/C)* RATIO:			0.848			0.959
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.748**			**0.859**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
101	North-South Street:	Western Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	67	1	**67**
	Left-Through		0			0	
	Through	884	2	442	981	2	491
	Through-Right		0			0	
	Right	130	1	31	248	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	92	1	92
	Left-Through		0			0	
	Through	1038	1	**586**	1067	1	**565**
	Through-Right		1			1	
	Right	133	0	133	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	168	1	**168**
	Left-Through		0			0	
	Through	1113	2	557	1493	2	747
	Through-Right		0			0	
	Right	70	1	0	73	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	192	1	192
	Left-Through		0			0	
	Through	1446	1	**742**	1524	1	**805**
	Through-Right		1			1	
	Right	38	0	38	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	684		*North-South:*	632
			East-West:	853		*East-West:*	973
			SUM:	1537		*SUM:*	1605
	VOLUME/CAPACITY *(V/C)* RATIO:			1.118			1.167
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.018**			**1.067**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102

PROJECT TITLE: Crossroads Hollywood
North-South Street: US-101 SB On-ramp East-West Street: Santa Monica Blvd
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	0	99	116	0	116
	Left-Through		0			0	
	Through	25	0	**135**	36	0	**168**
	Through-Right		0			0	
	Right	11	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	12	0	**12**
	Left-Through		1			1	
	Through	871	1	454	1139	1	606
	Through-Right		0			0	
	Right	617	1	617	671	1	671
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	63	60	1	60
	Left-Through		0			0	
	Through	1573	1	**809**	1767	1	**921**
	Through-Right		1			1	
	Right	45	0	45	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	135		*North-South:*	168
			East-West:	815		*East-West:*	933
			SUM:	950		*SUM:*	1101
VOLUME/CAPACITY *(V/C)* RATIO:				0.633			0.734
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.533**			**0.634**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:					
103	PROJECT TITLE:	Crossroads Hollywood			
	North-South Street:	US-101 NB Off-ramp	East-West Street:	Santa Monica Blvd	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	739	1	**412**	866	1	**529**
	Left-Through		0			0	
	Through	35	0	412	110	0	529
	Through-Right		0			0	
	Right	50	0	0	82	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	25	0	25
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	63	0	**84**	59	0	**84**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	10	1	**10**	20	1	20
	Left-Through		0			0	
	Through	938	2	469	1219	2	**610**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	982	1	**511**	970	1	505
	Through-Right		1			1	
	Right	39	0	39	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	496		*North-South:*	613
			East-West:	521		*East-West:*	610
			SUM:	1017		*SUM:*	1223
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.614**			**0.758**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
104	North-South Street:	Highland Ave	East-West Street:	Willoughby Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	61	1	**61**
	Left-Through		0			0	
	Through	1469	2	502	1420	2	487
	Through-Right		1			1	
	Right	36	0	36	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	69	1	69
	Left-Through		0			0	
	Through	1710	2	**601**	1601	2	**557**
	Through-Right		1			1	
	Right	92	0	92	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	0	**81**	132	0	132
	Left-Through		0			0	
	Through	101	0	235	334	0	**575**
	Through-Right		0			0	
	Right	53	0	0	109	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	108	0	108	64	0	**64**
	Left-Through		0			0	
	Through	333	0	**492**	159	0	271
	Through-Right		0			0	
	Right	51	0	0	48	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	659		*North-South:*	618
			East-West:	573		*East-West:*	639
			SUM:	1232		*SUM:*	1257
	VOLUME/CAPACITY *(V/C)* RATIO:			0.821			0.838
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.721**			**0.738**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave **East-West Street:** Melrose Ave
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	104	1	104
	Left-Through		0			0	
	Through	1227	2	451	1489	2	**535**
	Through-Right		1			1	
	Right	126	0	126	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	47	1	**47**
	Left-Through		0			0	
	Through	1229	2	**472**	1169	2	427
	Through-Right		1			1	
	Right	187	0	187	111	0	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	130	1	130
	Left-Through		0			0	
	Through	955	1	**550**	1043	1	**583**
	Through-Right		1			1	
	Right	145	0	145	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	**228**	200	1	**200**
	Left-Through		0			0	
	Through	1346	1	696	951	1	517
	Through-Right		1			1	
	Right	45	0	45	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	551		*North-South:*	582
			East-West:	778		*East-West:*	783
			SUM:	1329		*SUM:*	1365
	VOLUME/CAPACITY *(V/C)* RATIO:			0.933			0.958
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.833**			**0.858**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave East-West Street: Melrose Ave
Scenario: Future with Project Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	1	0	1
	Left-Through		1			1	
	Through	1402	0	**779**	1346	0	**771**
	Through-Right		1			1	
	Right	149	0	779	189	0	771
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	99	1	**99**
	Left-Through		0			0	
	Through	1419	2	710	1514	2	757
	Through-Right		0			0	
	Right	426	1	231	169	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	1	**195**	146	1	146
	Left-Through		0			0	
	Through	1005	1	518	1189	1	**609**
	Through-Right		1			1	
	Right	30	0	30	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	283	1	283	276	1	**276**
	Left-Through		0			0	
	Through	1356	1	**697**	1043	1	554
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	860		*North-South:*	870
			East-West:	892		*East-West:*	885
			SUM:	1752		*SUM:*	1755
	VOLUME/CAPACITY *(V/C)* RATIO:			1.229			1.232
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.129**			**1.132**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
107	North-South Street:	Vine St	East-West Street:	Melrose Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	1	**118**	107	1	107
	Left-Through		0			0	
	Through	1182	1	623	1329	1	**693**
	Through-Right		1			1	
	Right	64	0	64	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	107	95	1	**95**
	Left-Through		0			0	
	Through	1197	1	**655**	1127	1	611
	Through-Right		1			1	
	Right	113	0	113	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	**64**	92	1	92
	Left-Through		0			0	
	Through	1124	1	592	1361	1	**727**
	Through-Right		1			1	
	Right	60	0	60	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	53	1	**53**
	Left-Through		0			0	
	Through	1181	1	**633**	1124	1	620
	Through-Right		1			1	
	Right	84	0	84	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	788
			East-West:	697		*East-West:*	780
			SUM:	1470		*SUM:*	1568
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			1.045
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.880**			**0.945**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
108	North-South Street:	Gower	East-West Street:	Melrose Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	1	**360**	515	1	**515**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	266	1	184	265	1	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	**165**	226	1	**226**
	Left-Through		0			0	
	Through	1034	2	517	1261	2	631
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1204	1	**739**	1077	1	**690**
	Through-Right		1			1	
	Right	273	0	273	302	0	302
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	515
			East-West:	904		*East-West:*	916
			SUM:	1264		*SUM:*	1431
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			1.004
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.787**			**0.904**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
109	North-South Street:	Western Ave	East-West Street:	Melrose Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	66	1	**66**
	Left-Through		0			0	
	Through	1240	1	679	1155	1	634
	Through-Right		1			1	
	Right	118	0	118	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	81	96	1	96
	Left-Through		0			0	
	Through	1198	1	**677**	1249	1	**686**
	Through-Right		1			1	
	Right	155	0	155	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	129	1	129
	Left-Through		0			0	
	Through	1115	1	602	1237	1	**664**
	Through-Right		1			1	
	Right	88	0	88	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	96	1	**96**
	Left-Through		0			0	
	Through	1232	1	**636**	1048	1	557
	Through-Right		1			1	
	Right	40	0	40	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	772		*North-South:*	752
			East-West:	706		*East-West:*	760
			SUM:	1478		*SUM:*	1512
VOLUME/CAPACITY *(V/C)* RATIO:				0.985			1.008
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.885**			**0.908**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
110	North-South Street:	Highland Ave	East-West Street:	Rosewood Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	33	0	**33**
	Left-Through		1			1	
	Through	1666	0	953	1562	0	918
	Through-Right		1			1	
	Right	60	0	953	76	0	918
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	0	5	18	0	18
	Left-Through		1			1	
	Through	1816	0	**940**	1721	0	**926**
	Through-Right		1			1	
	Right	33	0	940	23	0	926
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	0	**31**	38	0	38
	Left-Through		0			0	
	Through	35	0	95	192	0	**253**
	Through-Right		0			0	
	Right	29	0	0	23	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	58	0	58	29	0	**29**
	Left-Through		0			0	
	Through	59	0	**123**	13	0	43
	Through-Right		0			0	
	Right	6	0	0	1	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	970		*North-South:*	959
			East-West:	154		*East-West:*	282
			SUM:	1124		*SUM:*	1241
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.827
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.649**			**0.727**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
111	North-South Street:	Highland Ave	East-West Street:	Beverly Blvd
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**0**	3	0	0
	Left-Through		0			0	
	Through	1465	1	788	1414	1	**779**
	Through-Right		1			1	
	Right	110	0	110	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	0	2	0	**0**
	Left-Through		0			0	
	Through	1484	1	**833**	1396	1	753
	Through-Right		1			1	
	Right	182	0	182	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	143	1	**143**	128	1	128
	Left-Through		0			0	
	Through	1040	1	537	1460	1	**735**
	Through-Right		1			1	
	Right	34	0	34	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	94	1	**94**
	Left-Through		0			0	
	Through	1274	1	**650**	1200	1	620
	Through-Right		1			1	
	Right	25	0	25	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	833		*North-South:*	779
			East-West:	793		*East-West:*	829
			SUM:	1626		*SUM:*	1608
VOLUME/CAPACITY *(V/C)* RATIO:				1.141			1.128
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.041**			**1.028**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
1	North-South Street:	Cahuenga Blvd East	East-West Street:	Pilgrimage Bridge
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	66	0	66
	Left-Through		1			1	
	Through	1236	2	**421**	2369	2	**812**
	Through-Right		0			0	
	Right	14	1	14	5	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	0	138	272	0	272
	Left-Through		1			1	
	Through	8	0	146	4	0	**276**
	Through-Right		0			0	
	Right	575	1	**575**	217	1	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	**3**	10	0	**10**
	Left-Through		1			1	
	Through	1	0	4	3	0	13
	Through-Right		0			0	
	Right	3	1	3	6	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	421		*North-South:*	812
			East-West:	578		*East-West:*	286
			SUM:	999		*SUM:*	1098
VOLUME/CAPACITY *(V/C)* RATIO:				0.666			0.732
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.566**			**0.632**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
2	North-South Street:	Highland Ave / US 101 I	East-West Street:	Pat Moore Wy / Hollywood Bowl R
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	15	0	**15**
	Left-Through		1			1	
	Through	2372	2	651	2494	2	676
	Through-Right		1			1	
	Right	170	0	651	118	0	676
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	152	1	152
	Left-Through		0			0	
	Through	2231	3	**744**	2655	3	**885**
	Through-Right		0			0	
	Right	6	1	6	14	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	13	0	**13**
	Left-Through		1			1	
	Through	2	1	**1**	8	1	8
	Through-Right		0			0	
	Right	2	2	1	8	2	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	754		*North-South:*	900
			East-West:	1		*East-West:*	13
			SUM:	755		*SUM:*	913
VOLUME/CAPACITY *(V/C)* RATIO:				0.530			0.641
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.430**			**0.541**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
3	North-South Street:	US-101 NB Off-ramp	East-West Street:	Cahuenga Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	102	0	102
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	0	**68**	4	0	**106**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	611	1	611	232	1	232
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1285	2	**643**	2415	2	**1208**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	68		*North-South:*	106
			East-West:	643		*East-West:*	1208
			SUM:	711		*SUM:*	1314
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.876
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.374**			**0.776**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
4	North-South Street:	Highland Ave	East-West Street:	Odin St
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	2426	3	**809**	2602	3	**867**
	Through-Right		0			0	
	Right	221	1	27	299	1	247
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	1	**7**	21	1	**21**
	Left-Through		0			0	
	Through	2299	2	767	2607	2	870
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	2	0	**2**
	Left-Through		1			1	
	Through	7	1	**5**	2	1	2
	Through-Right		0			0	
	Right	2	1	2	2	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	**194**	52	1	**52**
	Left-Through		0			0	
	Through	7	1	7	1	1	1
	Through-Right		0			0	
	Right	18	1	15	18	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	816		*North-South:*	888
			East-West:	199		*East-West:*	54
			SUM:	1015		*SUM:*	942
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.685
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.638**			**0.585**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
5	North-South Street:	Odin St	East-West Street:	Cahuenga Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	**116**	268	1	**177**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	47	0	116	86	0	177
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	604	0	**621**	234	0	235
	Through-Right		1			1	
	Right	17	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	**16**	23	1	23
	Left-Through		0			0	
	Through	1080	1	540	2158	1	**1079**
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	116		*North-South:*	177
			East-West:	637		*East-West:*	1079
			SUM:	753		*SUM:*	1256
	VOLUME/CAPACITY *(V/C)* RATIO:			0.528			0.881
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.428**			**0.781**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
6	North-South Street:	Highland Ave	East-West Street:	Camrose Dr / Milner Rd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	28	1	28
	Left-Through		0			0	
	Through	2524	2	**847**	2714	2	**912**
	Through-Right		1			1	
	Right	16	0	16	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	8	1	**8**
	Left-Through		0			0	
	Through	2392	2	803	2322	2	836
	Through-Right		1			1	
	Right	16	0	16	185	0	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	0	**108**	130	0	**130**
	Left-Through		0			0	
	Through	2	0	130	3	0	154
	Through-Right		0			0	
	Right	20	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	18	0	18
	Left-Through		0			0	
	Through	35	0	**79**	9	0	**43**
	Through-Right		0			0	
	Right	24	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	862		*North-South:*	920
			East-West:	187		*East-West:*	173
			SUM:	1049		*SUM:*	1093
	VOLUME/CAPACITY *(V/C)* RATIO:			0.699			0.729
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.599**			**0.629**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
7	North-South Street:	Cahuenga Blvd	East-West Street:	US-101 NB Off-ramp
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	993	2	**497**	2102	2	**1051**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	789	2	395	278	2	139
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	1	**182**	70	1	70
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	30	0	182	77	0	**77**
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	497		*North-South:*	1051
			East-West:	182		*East-West:*	77
			SUM:	679		*SUM:*	1128
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.752
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.353**			**0.652**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
8	North-South Street:	La Brea Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	**31**	20	1	20
	Left-Through		0			0	
	Through	64	1	64	157	1	**157**
	Through-Right		0			0	
	Right	901	2	0	457	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	50	0	**87**	57	0	100
	Through-Right		1			1	
	Right	37	0	0	43	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	82	1	82
	Left-Through		0			0	
	Through	224	2	**112**	150	2	75
	Through-Right		0			0	
	Right	65	1	50	102	1	**92**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1296	2	**713**	986	2	**542**
	Left-Through		0			0	
	Through	97	1	97	109	1	109
	Through-Right		0			0	
	Right	41	1	41	52	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	118		*North-South:*	157
			East-West:	825		*East-West:*	634
			SUM:	943		*SUM:*	791
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.555
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.562**			**0.455**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9

PROJECT TITLE: Crossroads Hollywood
North-South Street: Outpost Dr **East-West Street:** Franklin Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	0	116	64	0	64
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	303	0	**419**	66	0	**130**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	44	0	44	65	0	65
	Left-Through		1			1	
	Through	1140	1	**702**	1123	1	**757**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1121	1	581	971	1	522
	Through-Right		1			1	
	Right	41	0	41	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	130
			East-West:	702		*East-West:*	757
			SUM:	1121		*SUM:*	887
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.591
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**			**0.491**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
10	North-South Street:	Orange Dr	East-West Street:	Franklin Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	55	0	55
	Left-Through		0			0	
	Through	2	0	**89**	10	0	**285**
	Through-Right		0			0	
	Right	68	0	0	220	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	**4**	2	0	**2**
	Left-Through		0			0	
	Through	1	0	6	3	0	12
	Through-Right		0			0	
	Right	1	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	0	0	**0**
	Left-Through		1			1	
	Through	1160	0	596	800	0	412
	Through-Right		1			1	
	Right	20	0	596	24	0	412
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	0	48	71	0	71
	Left-Through		1			1	
	Through	1284	0	**789**	1105	0	**712**
	Through-Right		1			1	
	Right	6	0	789	35	0	712
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	93		*North-South:*	287
			East-West:	791		*East-West:*	712
			SUM:	884		*SUM:*	999
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.666
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.489**			**0.566**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
11	North-South Street:	Orchid Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**5**	3	0	3
	Left-Through		0			0	
	Through	4	0	31	10	0	**41**
	Through-Right		0			0	
	Right	22	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	19	0	**19**
	Left-Through		0			0	
	Through	3	0	**39**	1	0	47
	Through-Right		0			0	
	Right	23	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	0	**19**	17	0	**17**
	Left-Through		1			1	
	Through	1185	0	655	952	0	536
	Through-Right		1			1	
	Right	11	0	655	17	0	536
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	0	8	14	0	14
	Left-Through		1			1	
	Through	1367	0	**709**	1155	0	**610**
	Through-Right		1			1	
	Right	2	0	709	8	0	610
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	60
			East-West:	728		*East-West:*	627
			SUM:	772		*SUM:*	687
VOLUME/CAPACITY *(V/C)* RATIO:				0.515			0.458
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.415**			**0.358**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
12	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (South)
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	1	EB -- 0	WB --	1
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1469	2	496	1590	2	537
	Through-Right		1			1	
	Right	18	0	18	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1726	3	575	1542	3	514
	Through-Right		0			0	
	Right	1437	1	**1160**	994	1	**730**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1107	1	**555**	1050	1	**529**
	Left-Through		1			1	
	Through	3	0	555	8	0	529
	Through-Right		0			0	
	Right	39	1	39	84	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	11	1	**11**	55	1	**55**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1160		*North-South:*	730
			East-West:	566		*East-West:*	584
			SUM:	1726		*SUM:*	1314
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.876
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.051**			**0.776**
LEVEL OF SERVICE (LOS):				**F**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave **East-West Street:** Franklin Ave (North)
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		0	NB -- 3	SB --	0
	EB -- 0	WB --		3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2607	3	**869**	2185	3	**728**
	Through-Right		0			0	
	Right	106	1	0	222	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	154	1	**154**
	Left-Through		0			0	
	Through	2252	3	751	2222	3	741
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	844	2	**464**	469	2	258
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	144	1	69	570	1	**416**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	944		*North-South:*	882
			East-West:	464		*East-West:*	416
			SUM:	1408		*SUM:*	1298
VOLUME/CAPACITY *(V/C)* RATIO:				0.988			0.911
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.888**			**0.811**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
14	

PROJECT TITLE: Crossroads Hollywood
North-South Street: Whitley Ave **East-West Street:** Franklin Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	62	0	62
	Left-Through		0			0	
	Through	10	0	**57**	25	0	**159**
	Through-Right		0			0	
	Right	40	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	**33**	28	0	**28**
	Left-Through		0			0	
	Through	15	0	75	14	0	64
	Through-Right		0			0	
	Right	27	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	15	0	**15**	11	0	**11**
	Left-Through		0			0	
	Through	276	0	289	345	0	370
	Through-Right		0			0	
	Right	-2	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	47	0	47	44	0	44
	Left-Through		0			0	
	Through	913	0	**971**	764	0	**834**
	Through-Right		0			0	
	Right	11	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	90		*North-South:*	187
			East-West:	986		*East-West:*	845
			SUM:	1076		*SUM:*	1032
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.688
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.617**			**0.588**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
15	North-South Street:	Wilcox Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	**36**	79	0	**79**
	Left-Through		0			0	
	Through	11	0	148	30	0	294
	Through-Right		0			0	
	Right	101	0	0	185	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	8	0	8	18	0	18
	Left-Through		0			0	
	Through	301	0	**563**	211	0	**411**
	Through-Right		0			0	
	Right	254	0	0	182	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	7	0	7
	Left-Through		0			0	
	Through	312	0	335	464	0	**500**
	Through-Right		0			0	
	Right	21	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	151	1	151	35	1	**35**
	Left-Through		0			0	
	Through	723	0	**729**	510	0	516
	Through-Right		1			1	
	Right	6	0	0	6	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	599		*North-South:*	490
			East-West:	731		*East-West:*	535
			SUM:	1330		*SUM:*	1025
	VOLUME/CAPACITY *(V/C)* RATIO:			0.887			0.683
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.787**			**0.583**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16

PROJECT TITLE: Crossroads Hollywood
North-South Street: Cahuenga Blvd East-West Street: Franklin Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

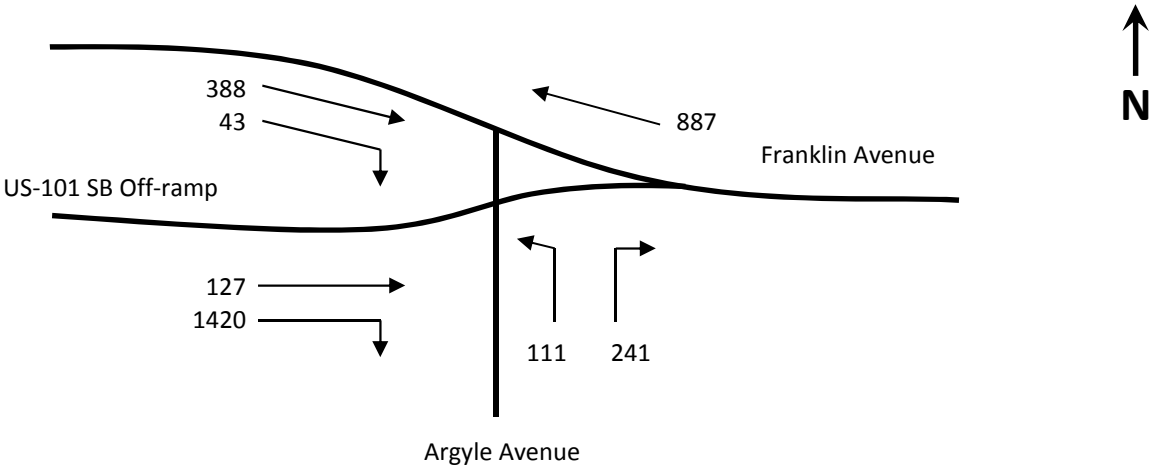
		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	39	1	39
	Left-Through		0			0	
	Through	758	2	379	1530	2	**765**
	Through-Right		0			0	
	Right	55	1	0	91	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	65	1	**65**
	Left-Through		0			0	
	Through	1324	2	**662**	636	2	318
	Through-Right		0			0	
	Right	79	1	18	17	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	**122**	167	1	**167**
	Left-Through		0			0	
	Through	270	0	304	429	1	243
	Through-Right		1			1	
	Right	34	0	0	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	1	198	80	1	80
	Left-Through		0			0	
	Through	734	1	**734**	448	1	448
	Through-Right		0			0	
	Right	153	1	109	481	1	**449**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	830
			East-West:	856		*East-West:*	616
			SUM:	1546		*SUM:*	1446
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			0.964
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.931**			**0.864**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Project with Mitigation Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{887}{2} = 444$ or

Eastbound Through (Franklin): $\frac{388}{2} = 194$ or

Eastbound Through (US-101): 127

Critical Volume #1 (CV1): **444**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{111 + 241}{2} = \frac{352}{2} = 176$ or

Northbound Right: 241 or

Eastbound Right (Franklin): 43

Critical Volume #2 (CV2): **176**

Critical Volume: 444 + 176 = **620**

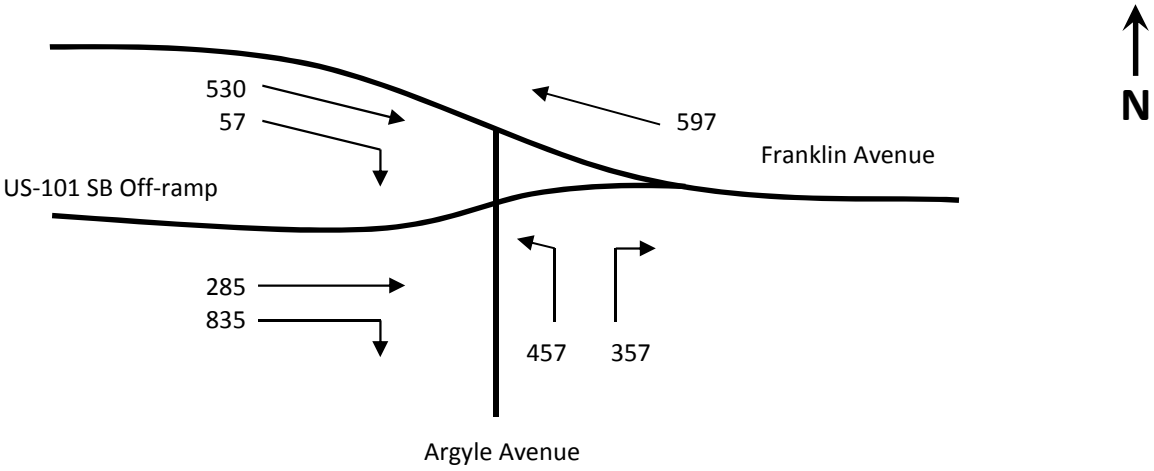
Intersection V/C: $\frac{620}{1500} =$ **0.413**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.313** **Intersection LOS:** **A**

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Project with Mitigation Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{597}{2} = 299$ or

Eastbound Through (Franklin): $\frac{530}{2} = 265$ or

Eastbound Through (US-101): 285

Critical Volume #1 (CV1): **299**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{457 + 357}{2} = \frac{814}{2} = 407$ or

Northbound Right: 357 or

Eastbound Right (Franklin): 57

Critical Volume #2 (CV2): **407**

Critical Volume: 299 + 407 = **706**

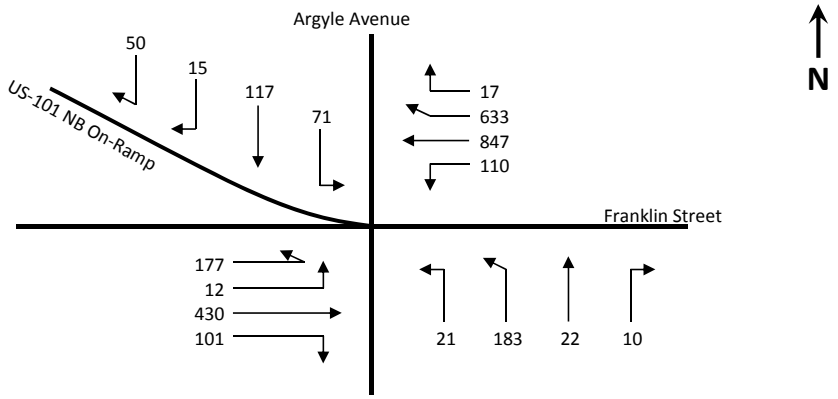
Intersection V/C: $\frac{706}{1500} =$ **0.471**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.371** **Intersection LOS:** **A**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Project with Mitigation Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

177 + 12 = 189 and

Westbound Throughs + Rights:

$$\frac{847 + 633 + 17}{2}$$

$$= \frac{1497}{2} = 749 \quad \text{or}$$

Westbound Rights: 633 + 17 = 650 or

Westbound Lefts: 110 and

Eastbound Throughs: $\frac{430}{2} = 215$ or

Eastbound Rights: 101

Critical Volume #1 (CV1): **938**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{21 + 183 + 22}{2} = \frac{226}{2} = 113 \quad \text{or}$$

Northbound Rights: 10 - 0.5*WBL = 0

Critical Volume #2 (CV2): **113**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 71 or

Southbound Throughs + Rights:

$$\frac{117 + 15 + 50}{2} = \frac{182}{2} = 91 \quad \text{or}$$

Southbound Rights: 15 + 50 = 65

Critical Volume #3 (CV3): **91**

Critical Volume: 938 + 113 + 91 = **1142**

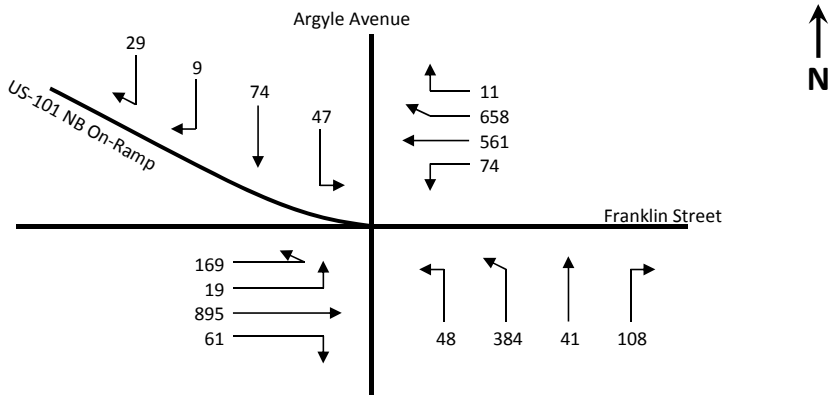
Intersection V/C: $\frac{1142}{1375} =$ **0.831**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.731** **Intersection LOS:** **C**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Project with Mitigation Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

169 + 19 = 188 and

Westbound Throughs + Rights:

$$\frac{561 + \frac{658}{2} + 11}{} = \frac{1230}{2} = 615 \quad \text{or}$$

Westbound Rights: 658 + 11 = 669 or

Westbound Lefts: 74 and

Eastbound Throughs: $\frac{895}{2} = 448$ or

Eastbound Rights: 61

Critical Volume #1 (CV1): **857**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{48 + \frac{384}{2} + 41}{} = \frac{473}{2} = 237 \quad \text{or}$$

Northbound Rights: 108 - 0.5*WBL = 71

Critical Volume #2 (CV2): **237**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 47 or

Southbound Throughs + Rights:

$$\frac{74 + \frac{9}{2} + 29}{} = \frac{112}{2} = 56 \quad \text{or}$$

Southbound Rights: 9 + 29 = 38

Critical Volume #3 (CV3): **56**

Critical Volume: 857 + 237 + 56 = **1150**

Intersection V/C: $\frac{1150}{1375} =$ **0.836**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.736** **Intersection LOS:** **C**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
19	North-South Street:	Gower St	East-West Street:	Franklin Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	157	396	1	267
	Left-Through		1			1	
	Through	63	0	157	137	0	267
	Through-Right		0			0	
	Right	277	1	**179**	461	1	**404**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	0	18	20	0	20
	Left-Through		0			0	
	Through	145	0	**213**	93	0	**127**
	Through-Right		0			0	
	Right	50	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	9	1	**9**	15	1	15
	Left-Through		0			0	
	Through	463	1	260	915	1	**482**
	Through-Right		1			1	
	Right	57	0	57	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	197	1	197	114	1	**114**
	Left-Through		0			0	
	Through	1211	1	**608**	877	1	448
	Through-Right		1			1	
	Right	5	0	5	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	392		*North-South:*	531
			East-West:	617		*East-West:*	596
			SUM:	1009		*SUM:*	1127
VOLUME/CAPACITY *(V/C)* RATIO:				0.708			0.791
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.608**			**0.691**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 20

PROJECT TITLE: Crossroads Hollywood
North-South Street: Beachwood Dr **East-West Street:** Franklin Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		3	NB -- 0	SB --	3
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	22	0	22
	Left-Through		0			0	
	Through	45	0	**87**	48	0	**95**
	Through-Right		0			0	
	Right	32	0	0	25	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	172	0	**172**	210	0	**210**
	Left-Through		1			1	
	Through	0	0	172	1	0	211
	Through-Right		0			0	
	Right	166	1	73	194	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	**93**	195	1	**195**
	Left-Through		0			0	
	Through	682	1	344	1110	1	557
	Through-Right		1			1	
	Right	6	0	6	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	3	5	1	5
	Left-Through		0			0	
	Through	1256	1	**684**	860	1	**515**
	Through-Right		1			1	
	Right	112	0	112	169	0	169
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	259		*North-South:*	305
			East-West:	777		*East-West:*	710
			SUM:	1036		*SUM:*	1015
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.712
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.627**			**0.612**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21

PROJECT TITLE: Crossroads Hollywood
North-South Street: Bronson Ave East-West Street: Franklin Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	**32**	44	0	44
	Left-Through		0			0	
	Through	111	0	239	147	0	**418**
	Through-Right		0			0	
	Right	96	0	0	227	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	80	0	80	93	0	**93**
	Left-Through		0			0	
	Through	162	0	**335**	124	0	312
	Through-Right		0			0	
	Right	93	0	0	95	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	120	1	120
	Left-Through		0			0	
	Through	663	1	381	1091	1	**574**
	Through-Right		1			1	
	Right	99	0	99	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	182	1	182	116	1	**116**
	Left-Through		0			0	
	Through	1116	1	**584**	859	1	454
	Through-Right		1			1	
	Right	51	0	51	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	367		*North-South:*	511
			East-West:	666		*East-West:*	690
			SUM:	1033		*SUM:*	1201
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.801
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.589**			**0.701**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
22	North-South Street:	Wilton Pl	East-West Street:	Franklin Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	83	0	83
	Left-Through		0			0	
	Through	5	0	**132**	7	0	**182**
	Through-Right		0			0	
	Right	67	0	0	92	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	39	0	**39**	32	0	**32**
	Left-Through		0			0	
	Through	8	0	54	14	0	48
	Through-Right		0			0	
	Right	7	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	7	1	**7**	5	1	5
	Left-Through		0			0	
	Through	899	1	477	1466	1	**760**
	Through-Right		1			1	
	Right	54	0	54	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	166	122	1	**122**
	Left-Through		0			0	
	Through	1514	1	**761**	1091	1	549
	Through-Right		1			1	
	Right	7	0	7	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	171		*North-South:*	214
			East-West:	768		*East-West:*	882
			SUM:	939		*SUM:*	1096
VOLUME/CAPACITY *(V/C)* RATIO:				0.626			0.731
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.526**			**0.631**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
23	North-South Street:	Western Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	153	1	**153**
	Left-Through		0			0	
	Through	378	1	220	753	1	438
	Through-Right		1			1	
	Right	62	0	62	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	45	1	45
	Left-Through		0			0	
	Through	1015	2	508	771	2	**386**
	Through-Right		0			0	
	Right	892	1	**562**	574	1	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	404	1	404
	Left-Through		0			0	
	Through	588	1	348	1044	1	**589**
	Through-Right		1			1	
	Right	108	0	108	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	77	1	**77**
	Left-Through		0			0	
	Through	726	1	**370**	487	1	252
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	539
			East-West:	700		*East-West:*	666
			SUM:	1351		*SUM:*	1205
VOLUME/CAPACITY *(V/C)* RATIO:				0.948			0.846
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.848**			**0.746**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
24	North-South Street:	Highland Ave	East-West Street:	Johnny Grant Wy / Yucca St
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	79	1	**79**
	Left-Through		0			0	
	Through	1413	2	481	1417	2	484
	Through-Right		1			1	
	Right	29	0	29	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	16	25	1	25
	Left-Through		0			0	
	Through	1660	3	**553**	1493	3	**498**
	Through-Right		0			0	
	Right	209	1	194	119	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**15**	130	1	**68**
	Left-Through		1			1	
	Through	2	0	15	5	0	68
	Through-Right		0			0	
	Right	49	1	16	101	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	43	1	**35**	67	1	**55**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	619		*North-South:*	577
			East-West:	50		*East-West:*	123
			SUM:	669		*SUM:*	700
VOLUME/CAPACITY *(V/C)* RATIO:				0.469			0.491
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.369**			**0.391**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
25	North-South Street:	Cahuenga Blvd	East-West Street:	Yucca St
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	**9**	35	1	35
	Left-Through		0			0	
	Through	726	1	375	1223	1	**627**
	Through-Right		1			1	
	Right	24	0	24	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	1	52	48	1	**48**
	Left-Through		0			0	
	Through	1457	2	**729**	678	2	339
	Through-Right		0			0	
	Right	27	1	27	25	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	0	47	127	0	**127**
	Left-Through		0			0	
	Through	26	0	**86**	51	0	196
	Through-Right		0			0	
	Right	13	0	0	18	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	79	1	**79**	22	1	22
	Left-Through		0			0	
	Through	57	1	57	69	1	69
	Through-Right		0			0	
	Right	80	1	54	263	1	**239**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	675
			East-West:	165		*East-West:*	366
			SUM:	903		*SUM:*	1041
VOLUME/CAPACITY *(V/C)* RATIO:				0.602			0.694
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.502**			**0.594**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
26	North-South Street:	Ivar Ave	East-West Street:	Yucca St
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 / EB -- 0	SB -- / WB --	0 / 0	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	28	135	0	135
	Left-Through		0			0	
	Through	3	0	**73**	14	0	**257**
	Through-Right		0			0	
	Right	42	0	0	108	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	**2**	1	0	**1**
	Left-Through		0			0	
	Through	10	0	20	1	0	5
	Through-Right		0			0	
	Right	8	0	0	3	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	10	1	**10**
	Left-Through		0			0	
	Through	63	1	**63**	123	1	123
	Through-Right		0			0	
	Right	47	1	47	35	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	324	1	**324**	42	1	42
	Left-Through		0			0	
	Through	174	1	174	275	1	**275**
	Through-Right		0			0	
	Right	10	1	10	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	75		*North-South:*	258
			East-West:	387		*East-West:*	285
			SUM:	462		*SUM:*	543
VOLUME/CAPACITY *(V/C)* RATIO:				0.308			0.362
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.208**			**0.262**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
27	North-South Street:	Vine St	East-West Street:	Yucca St
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	206	1	**206**
	Left-Through		0			0	
	Through	357	1	250	753	1	482
	Through-Right		1			1	
	Right	143	0	143	211	0	211
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	38	1	38
	Left-Through		0			0	
	Through	1008	1	**670**	824	1	**433**
	Through-Right		1			1	
	Right	331	0	331	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	50	1	50
	Left-Through		0			0	
	Through	60	1	**60**	137	1	**137**
	Through-Right		0			0	
	Right	37	1	5	46	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	51	1	**51**
	Left-Through		0			0	
	Through	134	1	71	78	1	45
	Through-Right		1			1	
	Right	7	0	7	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	735		*North-South:*	639
			East-West:	136		*East-West:*	188
			SUM:	871		*SUM:*	827
VOLUME/CAPACITY *(V/C)* RATIO:				0.581			0.551
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.481**			**0.451**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
28	North-South Street:	Argyle Ave	East-West Street:	Yucca St
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	23	0	23
	Left-Through		1			1	
	Through	116	0	65	401	0	**221**
	Through-Right		1			1	
	Right	5	0	65	18	0	221
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	3	9	0	**9**
	Left-Through		1			1	
	Through	179	0	**91**	86	0	52
	Through-Right		1			1	
	Right	1	1	0	1	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	241	1	**241**
	Left-Through		0			0	
	Through	23	1	23	86	1	86
	Through-Right		0			0	
	Right	116	1	116	62	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	8	1	8
	Left-Through		0			0	
	Through	136	0	**171**	56	0	**131**
	Through-Right		1			1	
	Right	35	0	0	75	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	100		*North-South:*	230
			East-West:	311		*East-West:*	372
			SUM:	411		*SUM:*	602
VOLUME/CAPACITY *(V/C)* RATIO:				0.274			0.401
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.174**			**0.301**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gower St **East-West Street:** Carlos Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	32	1	**32**	19	1	19
	Left-Through		0			0	
	Through	322	1	169	743	1	**378**
	Through-Right		1			1	
	Right	16	0	16	13	0	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	16	0	**16**
	Left-Through		1			1	
	Through	826	0	**449**	536	0	312
	Through-Right		1			1	
	Right	46	0	449	23	0	312
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	17	12	0	12
	Left-Through		0			0	
	Through	6	0	**59**	0	0	**42**
	Through-Right		0			0	
	Right	36	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	11	0	11
	Left-Through		0			0	
	Through	4	0	**65**	2	0	**69**
	Through-Right		0			0	
	Right	31	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	481		*North-South:*	394
			East-West:	124		*East-West:*	111
			SUM:	605		*SUM:*	505
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.354
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				**0.325**			**0.254**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
30	North-South Street:	Laurel Canyon Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	3	EB -- 2	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	649	1	**400**	1039	1	**610**
	Through-Right		1			1	
	Right	150	0	150	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	451	1	**451**	450	1	**450**
	Left-Through		0			0	
	Through	1415	1	727	1015	1	519
	Through-Right		1			1	
	Right	39	0	39	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	0	8	50	0	50
	Left-Through		0			0	
	Through	24	0	**33**	54	0	**108**
	Through-Right		0			0	
	Right	1	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	480	2	0	522	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	851		*North-South:*	1060
			East-West:	33		*East-West:*	108
			SUM:	884		*SUM:*	1168
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.720**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31

PROJECT TITLE: Crossroads Hollywood
North-South Street: Fairfax Ave **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		0	NB -- 3	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	**183**	368	1	**368**
	Left-Through		0			0	
	Through	21	1	21	27	1	27
	Through-Right		0			0	
	Right	498	1	0	767	1	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	3	0	3
	Left-Through		0			0	
	Through	32	0	**46**	18	0	**23**
	Through-Right		0			0	
	Right	5	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	10	1	10
	Left-Through		0			0	
	Through	334	1	334	544	1	**368**
	Through-Right		1			1	
	Right	618	0	**527**	192	0	192
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	781	1	**781**	557	1	**557**
	Left-Through		0			0	
	Through	641	1	324	366	1	187
	Through-Right		1			1	
	Right	7	0	7	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	229		*North-South:*	391
			East-West:	1308		*East-West:*	925
			SUM:	1537		*SUM:*	1316
VOLUME/CAPACITY *(V/C)* RATIO:				1.079			0.924
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.979**			**0.824**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32

PROJECT TITLE: Crossroads Hollywood
North-South Street: Nichols Canyon Rd / G‹ **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	6	0	**6**	20	0	20
	Left-Through		0			0	
	Through	14	0	43	166	0	**238**
	Through-Right		0			0	
	Right	23	0	0	52	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	82	0	82	44	0	**44**
	Left-Through		0			0	
	Through	169	0	**492**	33	0	126
	Through-Right		0			0	
	Right	241	0	0	49	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	156	1	**156**
	Left-Through		0			0	
	Through	856	1	433	1192	1	603
	Through-Right		1			1	
	Right	10	0	10	14	0	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	32	1	32	21	1	21
	Left-Through		0			0	
	Through	1246	1	**645**	902	1	**477**
	Through-Right		1			1	
	Right	44	0	44	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	498		*North-South:*	282
			East-West:	683		*East-West:*	633
			SUM:	1181		*SUM:*	915
VOLUME/CAPACITY *(V/C)* RATIO:				0.787			0.610
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.687**			**0.510**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gardner St **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	47	0	47
	Left-Through		0			0	
	Through	38	0	**119**	86	0	**191**
	Through-Right		0			0	
	Right	51	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	8	0	**8**	6	0	**6**
	Left-Through		0			0	
	Through	35	0	85	23	0	58
	Through-Right		0			0	
	Right	42	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	14	1	**14**	53	1	53
	Left-Through		0			0	
	Through	866	1	457	1245	1	**631**
	Through-Right		1			1	
	Right	48	0	48	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	53	1	**53**
	Left-Through		0			0	
	Through	1494	1	**751**	954	1	480
	Through-Right		1			1	
	Right	7	0	7	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	127		*North-South:*	197
			East-West:	765		*East-West:*	684
			SUM:	892		*SUM:*	881
	VOLUME/CAPACITY *(V/C)* RATIO:			0.595			0.587
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.495**			**0.487**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 34

PROJECT TITLE: Crossroads Hollywood
North-South Street: Fuller Ave **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	43	0	43
	Left-Through		0			0	
	Through	53	0	109	161	0	**242**
	Through-Right		0			0	
	Right	35	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	30	0	**30**
	Left-Through		0			0	
	Through	61	0	**212**	64	0	152
	Through-Right		0			0	
	Right	120	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	171	1	**171**
	Left-Through		0			0	
	Through	817	1	426	1080	1	557
	Through-Right		1			1	
	Right	34	0	34	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	22	1	22	32	1	32
	Left-Through		0			0	
	Through	1480	2	**740**	948	2	**474**
	Through-Right		0			0	
	Right	42	1	42	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	233		*North-South:*	272
			East-West:	781		*East-West:*	645
			SUM:	1014		*SUM:*	917
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.611
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.511**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 35

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 1	*SB --*	0	*NB --* 1	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	**68**	71	1	**71**
	Left-Through		0			0	
	Through	602	2	301	587	2	294
	Through-Right		0			0	
	Right	154	1	0	275	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	22	46	1	46
	Left-Through		0			0	
	Through	722	1	**722**	558	1	**545**
	Through-Right		1			1	
	Right	739	0	541	531	0	531
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	397	1	**397**	427	1	**427**
	Left-Through		0			0	
	Through	431	1	276	684	1	394
	Through-Right		1			1	
	Right	120	0	120	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	255	1	255	233	1	233
	Left-Through		0			0	
	Through	771	1	**398**	392	1	**223**
	Through-Right		1			1	
	Right	25	0	25	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	790		*North-South:*	616
			East-West:	795		*East-West:*	650
			SUM:	1585		*SUM:*	1266
VOLUME/CAPACITY *(V/C)* RATIO:				1.112			0.888
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.012**			**0.788**
LEVEL OF SERVICE (LOS):				**F**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
36	North-South Street:	Orange Dr	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	55	0	55
	Left-Through		1			1	
	Through	23	0	**46**	37	0	**92**
	Through-Right		0			0	
	Right	73	1	42	96	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	41	0	41
	Left-Through		1			1	
	Through	16	0	**29**	21	0	**62**
	Through-Right		0			0	
	Right	26	1	6	107	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	149	1	149
	Left-Through		0			0	
	Through	623	1	329	777	1	**426**
	Through-Right		1			1	
	Right	35	0	35	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	63	64	1	**64**
	Left-Through		0			0	
	Through	1012	1	**526**	542	1	308
	Through-Right		1			1	
	Right	39	0	39	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	75		*North-South:*	154
			East-West:	566		*East-West:*	490
			SUM:	641		*SUM:*	644
VOLUME/CAPACITY *(V/C)* RATIO:				0.466			0.468
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.366**			**0.368**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
37	North-South Street:	Highland Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	**39**	55	1	**55**
	Left-Through		0			0	
	Through	1355	2	469	1311	2	448
	Through-Right		1			1	
	Right	52	0	52	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	98	1	98
	Left-Through		0			0	
	Through	1510	2	**562**	1376	2	**506**
	Through-Right		1			1	
	Right	176	0	176	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	1	**195**	167	1	**167**
	Left-Through		0			0	
	Through	439	2	220	582	2	291
	Through-Right		0			0	
	Right	46	1	7	98	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	207	120	1	120
	Left-Through		0			0	
	Through	916	2	**458**	538	2	**269**
	Through-Right		0			0	
	Right	40	1	2	63	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	601		*North-South:*	561
			East-West:	653		*East-West:*	436
			SUM:	1254		*SUM:*	997
VOLUME/CAPACITY *(V/C)* RATIO:				0.912			0.725
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.812**			**0.625**
LEVEL OF SERVICE (LOS):				**D**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
38	North-South Street:	Las Palmas Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	46	0	46
	Left-Through		0			0	
	Through	77	0	**171**	344	0	**483**
	Through-Right		0			0	
	Right	74	0	0	93	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	**24**	48	0	**48**
	Left-Through		0			0	
	Through	62	0	137	76	0	169
	Through-Right		0			0	
	Right	51	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	63	1	63
	Left-Through		0			0	
	Through	457	1	241	682	1	**363**
	Through-Right		1			1	
	Right	25	0	25	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	238	1	238	111	1	**111**
	Left-Through		0			0	
	Through	1056	1	**545**	607	1	325
	Through-Right		1			1	
	Right	34	0	34	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	195		*North-South:*	531
			East-West:	592		*East-West:*	474
			SUM:	787		*SUM:*	1005
VOLUME/CAPACITY *(V/C)* RATIO:				0.525			0.670
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.425**			**0.570**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 39

PROJECT TITLE: Crossroads Hollywood
North-South Street: Cherokee Ave **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 SB --		0	NB -- 0 SB --		0
	EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	26	0	26
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	59	0	**80**	40	0	**66**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	12	1	**12**	100	1	**100**
	Left-Through		0			0	
	Through	581	2	291	895	2	448
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1355	1	**692**	680	1	**393**
	Through-Right		1			1	
	Right	29	0	29	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	80		*North-South:*	66
			East-West:	704		*East-West:*	493
			SUM:	784		*SUM:*	559
VOLUME/CAPACITY *(V/C)* RATIO:				0.523			0.373
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.423**			**0.273**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 40

PROJECT TITLE: Crossroads Hollywood
North-South Street: Whitley Ave **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	0	27	12	0	12
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	88	0	**115**	57	0	**69**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	23	1	**23**	99	1	**99**
	Left-Through		0			0	
	Through	556	2	278	854	2	427
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1273	1	**635**	733	1	**406**
	Through-Right		1			1	
	Right	-3	0	-3	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	69
			East-West:	658		*East-West:*	505
			SUM:	773		*SUM:*	574
VOLUME/CAPACITY *(V/C)* RATIO:				0.515			0.383
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.415**			**0.283**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
41	North-South Street:	Wilcox Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	53	1	53
	Left-Through		0			0	
	Through	111	0	141	355	0	**453**
	Through-Right		1			1	
	Right	30	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	12	0	**12**
	Left-Through		0			0	
	Through	235	0	**348**	195	0	241
	Through-Right		0			0	
	Right	103	0	0	34	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	88	1	88
	Left-Through		0			0	
	Through	512	1	274	766	1	**405**
	Through-Right		1			1	
	Right	36	0	36	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	57	1	**57**
	Left-Through		0			0	
	Through	1215	1	**610**	688	1	362
	Through-Right		1			1	
	Right	5	0	5	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	353		*North-South:*	465
			East-West:	636		*East-West:*	462
			SUM:	989		*SUM:*	927
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.618
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.559**			**0.518**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42

PROJECT TITLE: Crossroads Hollywood
North-South Street: Cahuenga Blvd **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	**15**	4	0	0
	Left-Through		1			0	
	Through	634	0	379	812	1	**452**
	Through-Right		1			1	
	Right	33	0	379	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	0	28	4	0	**0**
	Left-Through		1			0	
	Through	1186	0	**813**	793	1	449
	Through-Right		1			1	
	Right	327	0	813	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	65	1	65
	Left-Through		0			0	
	Through	507	1	270	873	1	**451**
	Through-Right		1			1	
	Right	32	0	32	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	75	43	1	**43**
	Left-Through		0			0	
	Through	964	2	**482**	753	2	377
	Through-Right		0			0	
	Right	34	1	34	82	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	828		*North-South:*	452
			East-West:	522		*East-West:*	494
			SUM:	1350		*SUM:*	946
	VOLUME/CAPACITY *(V/C)* RATIO:			0.900			0.631
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.800**			**0.531**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 43

PROJECT TITLE: Crossroads Hollywood
North-South Street: Ivar Ave East-West Street: Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	**8**	29	0	29
	Left-Through		0			0	
	Through	56	0	101	209	0	**342**
	Through-Right		0			0	
	Right	37	0	0	104	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	11	0	11	10	0	**10**
	Left-Through		0			0	
	Through	231	0	**367**	44	0	71
	Through-Right		0			0	
	Right	125	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	26	1	26
	Left-Through		0			0	
	Through	534	1	277	884	1	**456**
	Through-Right		1			1	
	Right	20	0	20	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	50	1	**50**
	Left-Through		0			0	
	Through	1057	1	**549**	716	1	376
	Through-Right		1			1	
	Right	41	0	41	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	375		*North-South:*	352
			East-West:	567		*East-West:*	506
			SUM:	942		*SUM:*	858
VOLUME/CAPACITY *(V/C)* RATIO:				0.628			0.572
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.528**			**0.472**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 44

PROJECT TITLE: Crossroads Hollywood
North-South Street: Vine St **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 3	WB --		0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	115	1	115
	Left-Through		0			0	
	Through	536	2	268	1046	2	**523**
	Through-Right		0			0	
	Right	168	1	118	220	1	183
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	36	57	1	**57**
	Left-Through		0			0	
	Through	1004	1	**549**	771	1	419
	Through-Right		1			1	
	Right	94	0	94	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	55	1	55
	Left-Through		0			0	
	Through	482	2	241	895	2	**448**
	Through-Right		0			0	
	Right	5	1	0	15	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	101	74	1	**74**
	Left-Through		0			0	
	Through	1013	1	**522**	679	1	392
	Through-Right		1			1	
	Right	30	0	30	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	638		*North-South:*	580
			East-West:	554		*East-West:*	522
			SUM:	1192		*SUM:*	1102
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.673**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
45	North-South Street:	Argyle Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	**31**	37	1	37
	Left-Through		0			0	
	Through	81	1	81	284	1	**284**
	Through-Right		0			0	
	Right	40	1	0	44	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	54	36	1	**36**
	Left-Through		0			0	
	Through	223	1	**223**	126	1	126
	Through-Right		0			0	
	Right	20	1	0	39	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	84	1	84
	Left-Through		0			0	
	Through	536	2	268	946	2	**473**
	Through-Right		0			0	
	Right	123	1	108	166	1	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	178	67	1	**67**
	Left-Through		0			0	
	Through	1059	1	**556**	759	1	452
	Through-Right		1			1	
	Right	52	0	52	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	254		*North-South:*	320
			East-West:	605		*East-West:*	540
			SUM:	859		*SUM:*	860
VOLUME/CAPACITY *(V/C)* RATIO:				0.573			0.573
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.473**			**0.473**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 46

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gower St **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	70	1	**70**
	Left-Through		0			0	
	Through	293	1	177	593	1	348
	Through-Right		1			1	
	Right	60	0	60	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	45	1	45
	Left-Through		0			0	
	Through	425	1	**425**	379	1	**379**
	Through-Right		0			0	
	Right	383	1	363	134	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	86	1	86
	Left-Through		0			0	
	Through	560	1	296	917	1	**487**
	Through-Right		1			1	
	Right	31	0	31	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	76	1	**76**
	Left-Through		0			0	
	Through	1154	1	**589**	782	1	426
	Through-Right		1			1	
	Right	24	0	24	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	471		*North-South:*	449
			East-West:	629		*East-West:*	563
			SUM:	1100		*SUM:*	1012
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.675
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.633**			**0.575**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
47	North-South Street:	Bronson Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	84	1	84
	Left-Through		0			0	
	Through	132	0	276	313	0	**467**
	Through-Right		1			1	
	Right	144	0	0	154	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	0	91	72	0	**72**
	Left-Through		0			0	
	Through	300	0	**484**	187	0	340
	Through-Right		0			0	
	Right	93	0	0	81	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	24	1	**24**	75	1	75
	Left-Through		0			0	
	Through	533	1	300	966	1	**511**
	Through-Right		1			1	
	Right	67	0	67	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	82	1	**82**
	Left-Through		0			0	
	Through	1055	1	**546**	622	1	335
	Through-Right		1			1	
	Right	37	0	37	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	539
			East-West:	570		*East-West:*	593
			SUM:	1098		*SUM:*	1132
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.632**			**0.655**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 48

PROJECT TITLE: Crossroads Hollywood
North-South Street: US-101 SB Ramps **East-West Street:** Hollywood Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

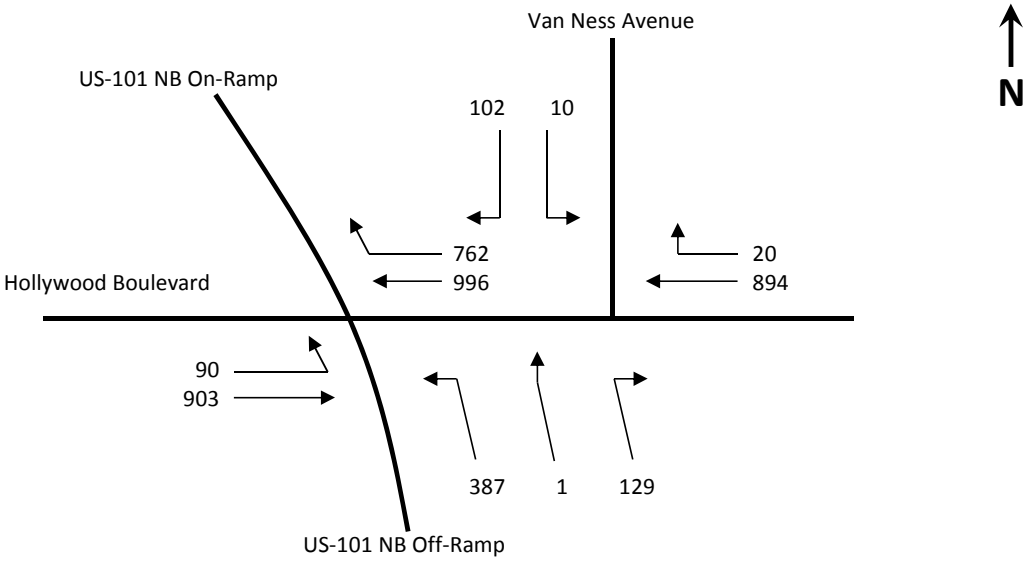
	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	494	1	320	501	1	291
	Left-Through		0			0	
	Through	4	0	**320**	13	0	**291**
	Through-Right		0			0	
	Right	141	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	240	901	2	451
	Through-Right		0			0	
	Right	202	1	202	253	1	253
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	21	1	21
	Left-Through		0			0	
	Through	1320	2	**660**	1001	2	**501**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	291
			East-West:	660		*East-West:*	501
			SUM:	980		*SUM:*	792
VOLUME/CAPACITY *(V/C)* RATIO:				0.688			0.556
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.588**			**0.456**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Project with Mitigation Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts: 90 and

Westbound Throughs: $\frac{996}{2}$ = 498 or

Westbound Rights: 762 or

Eastbound Throughs: $\frac{903}{2}$ = 452

Critical Volume #1 (CV1): **852**

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts: 387 * 0.55 = 213 or

Northbound Throughs + Rights: 1 + 129 = 130

Critical Volume #2 (CV2): **213**

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts: 10 or

Southbound Rights: 102

Critical Volume #3 (CV3): **102**

Critical Volume: 852 + 213 + 102 = **1,167**

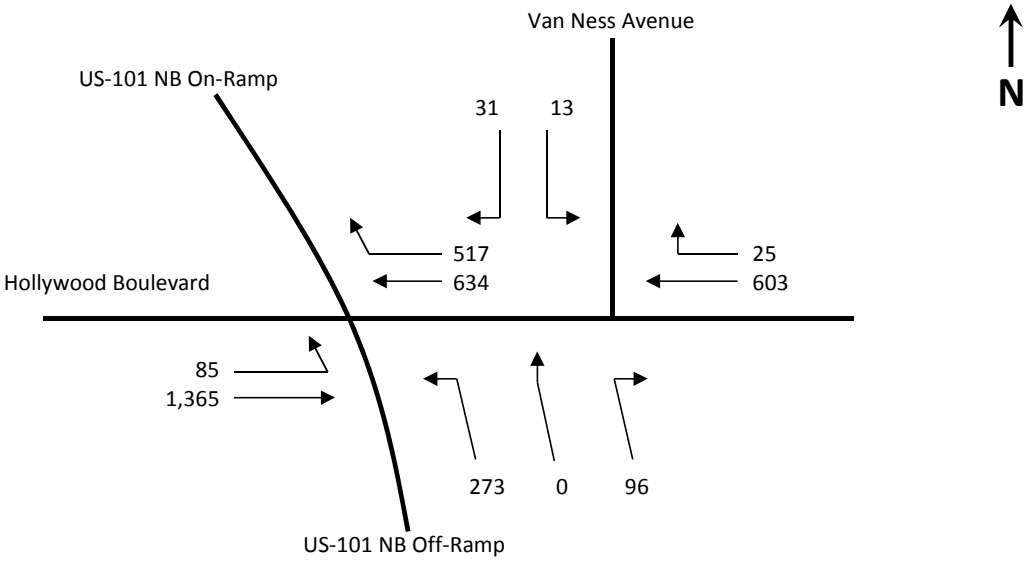
Intersection V/C: $\frac{1,167}{1,425}$ = **0.819**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.719 **Intersection LOS: C**

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Project with Mitigation Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	85			and	
Westbound Throughs:	634 / 2	=	317	or	
Westbound Rights:	517				or
Eastbound Throughs:	1,365 / 2	=	683		
Critical Volume #1 (CV1):	**683**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	273	*	0.55	=	150	or	
Northbound Throughs + Rights:	0	+	96	=	96		
Critical Volume #2 (CV2):	**150**						

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	13	or
Southbound Rights:	31	
Critical Volume #3 (CV3):	**31**	

Critical Volume:	683	+	150	+	31	=	**864**
Intersection V/C:	864 / 1,425	=	**0.606**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.506**				**Intersection LOS:**		**A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
50	North-South Street:	Wilton Pl	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	341	0	341	319	0	319
	Left-Through		1			1	
	Through	60	0	**401**	165	0	**484**
	Through-Right		0			0	
	Right	45	1	6	156	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	0	15	21	0	21
	Left-Through		0			0	
	Through	184	0	**244**	143	0	**193**
	Through-Right		0			0	
	Right	45	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	37	1	37
	Left-Through		0			0	
	Through	781	2	391	1042	2	**521**
	Through-Right		0			0	
	Right	152	1	0	165	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	52	1	**52**
	Left-Through		0			0	
	Through	1148	1	**583**	897	1	464
	Through-Right		1			1	
	Right	17	0	17	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	645		*North-South:*	677
			East-West:	609		*East-West:*	573
			SUM:	1254		*SUM:*	1250
	VOLUME/CAPACITY *(V/C)* RATIO:			0.880			0.877
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.780**			**0.777**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
51	North-South Street:	Western Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 3	*SB --*	0	*NB --* 3	*SB --*	0
	EB -- 0	*WB --*	3	*EB --* 0	*WB --*	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	**133**	118	1	**118**
	Left-Through		0			0	
	Through	429	2	215	792	2	396
	Through-Right		0			0	
	Right	83	1	0	94	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	61	105	1	105
	Left-Through		0			0	
	Through	883	1	**559**	767	1	**455**
	Through-Right		1			1	
	Right	234	0	234	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**118**	217	1	217
	Left-Through		0			0	
	Through	683	1	371	909	1	**500**
	Through-Right		1			1	
	Right	58	0	58	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	138	1	**138**
	Left-Through		0			0	
	Through	800	2	**400**	699	2	350
	Through-Right		0			0	
	Right	27	1	0	73	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	692		*North-South:*	573
			East-West:	518		*East-West:*	638
			SUM:	1210		*SUM:*	1211
VOLUME/CAPACITY *(V/C)* RATIO:				0.880			0.881
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.780**			**0.781**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
52	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (North)
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	**3**	17	1	17
	Left-Through		0			0	
	Through	822	1	459	901	1	**508**
	Through-Right		1			1	
	Right	95	0	95	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	29	1	**29**
	Left-Through		0			0	
	Through	1040	2	**520**	891	2	446
	Through-Right		0			0	
	Right	2	1	2	15	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	16	0	**16**	0	0	**0**
	Left-Through		1			1	
	Through	0	0	16	1	0	1
	Through-Right		0			0	
	Right	13	1	12	15	1	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	0	150	183	0	183
	Left-Through		0			0	
	Through	1	0	**201**	0	0	**227**
	Through-Right		0			0	
	Right	50	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	537
			East-West:	217		*East-West:*	227
			SUM:	740		*SUM:*	764
VOLUME/CAPACITY *(V/C)* RATIO:				0.493			0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.393**			**0.409**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 53

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave **East-West Street:** Hawthorn Ave (South)
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	38	1	**38**
	Left-Through		0			0	
	Through	823	2	412	932	2	466
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1088	1	**601**	959	1	**538**
	Through-Right		1			1	
	Right	114	0	114	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	0	103	115	0	115
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	113	0	**216**	117	0	**232**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	576
			East-West:	216		*East-West:*	232
			SUM:	891		*SUM:*	808
VOLUME/CAPACITY *(V/C)* RATIO:				0.594			0.539
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.494**			**0.439**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
54	North-South Street:	Highland Ave	East-West Street:	Selma Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1373	2	**499**	1238	2	**468**
	Through-Right		1			1	
	Right	125	0	125	165	0	165
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	151	1	**151**
	Left-Through		0			0	
	Through	1616	2	539	1459	2	486
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	201	0	201	73	0	73
	Left-Through		0			0	
	Through	0	0	**303**	0	0	**184**
	Through-Right		0			0	
	Right	102	0	0	111	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	571		*North-South:*	619
			East-West:	303		*East-West:*	184
			SUM:	874		*SUM:*	803
	VOLUME/CAPACITY *(V/C)* RATIO:			0.583			0.535
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.483**			**0.435**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 55

PROJECT TITLE: Crossroads Hollywood
North-South Street: Wilcox Ave **East-West Street:** Selma Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	27	1	27
	Left-Through		0			0	
	Through	153	0	159	398	0	**420**
	Through-Right		1			1	
	Right	6	0	0	22	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	1	7	36	1	**36**
	Left-Through		0			0	
	Through	323	0	**378**	243	0	295
	Through-Right		1			1	
	Right	55	0	0	52	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	0	13	49	0	49
	Left-Through		0			0	
	Through	130	0	**166**	274	0	**370**
	Through-Right		0			0	
	Right	23	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	18	0	**18**	16	0	**16**
	Left-Through		0			0	
	Through	95	0	128	152	0	192
	Through-Right		0			0	
	Right	15	0	0	24	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	405		*North-South:*	456
			East-West:	184		*East-West:*	386
			SUM:	589		*SUM:*	842
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.561
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.293**			**0.461**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
56	North-South Street:	Cahuenga Blvd	East-West Street:	Selma Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	0	0	0
	Left-Through		1			0	
	Through	655	0	388	1051	1	**548**
	Through-Right		1			1	
	Right	19	0	388	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	24	0	0	**0**
	Left-Through		1			0	
	Through	1104	0	**643**	650	1	366
	Through-Right		1			1	
	Right	86	0	643	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	39	0	39	99	0	99
	Left-Through		0			0	
	Through	79	0	**149**	160	0	**323**
	Through-Right		0			0	
	Right	31	0	0	64	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	6	0	**6**	22	0	**22**
	Left-Through		0			0	
	Through	47	0	63	96	0	162
	Through-Right		0			0	
	Right	10	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	660		*North-South:*	548
			East-West:	155		*East-West:*	345
			SUM:	815		*SUM:*	893
	VOLUME/CAPACITY *(V/C)* RATIO:			0.543			0.595
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.443**			**0.495**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
57	North-South Street:	Vine St	East-West Street:	Selma Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	67	1	67
	Left-Through		0			0	
	Through	632	2	316	1116	2	**558**
	Through-Right		0			0	
	Right	94	1	54	106	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	65	1	**65**
	Left-Through		0			0	
	Through	1251	1	**660**	818	1	450
	Through-Right		1			1	
	Right	69	0	69	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	93	1	93
	Left-Through		0			0	
	Through	73	0	158	213	0	**311**
	Through-Right		1			1	
	Right	85	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	47	1	**47**
	Left-Through		0			0	
	Through	109	0	**251**	119	0	187
	Through-Right		1			1	
	Right	142	0	0	68	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	718		*North-South:*	623
			East-West:	296		*East-West:*	358
			SUM:	1014		*SUM:*	981
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.654
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.554**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
58	North-South Street:	Crescent Heights Blvd	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	77	1	77
	Left-Through		0			0	
	Through	590	2	295	797	2	**399**
	Through-Right		0			0	
	Right	129	1	33	312	1	221
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	97	1	**97**
	Left-Through		0			0	
	Through	945	1	**528**	642	1	366
	Through-Right		1			1	
	Right	111	0	111	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	289	1	**289**
	Left-Through		0			0	
	Through	853	3	284	1342	3	447
	Through-Right		0			0	
	Right	68	1	39	77	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	1	193	183	1	183
	Left-Through		0			0	
	Through	1154	2	**397**	1051	2	**373**
	Through-Right		1			1	
	Right	37	0	37	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	496
			East-West:	593		*East-West:*	662
			SUM:	1179		*SUM:*	1158
VOLUME/CAPACITY *(V/C)* RATIO:				0.857			0.842
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.757**			**0.742**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 59

PROJECT TITLE: Crossroads Hollywood
North-South Street: Fairfax Ave **East-West Street:** Sunset Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		0	NB -- 3	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	121	1	121
	Left-Through		0			0	
	Through	475	2	238	929	2	**465**
	Through-Right		0			0	
	Right	182	1	0	203	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	73	1	**73**
	Left-Through		0			0	
	Through	777	2	**389**	601	2	301
	Through-Right		0			0	
	Right	276	1	210	134	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	256	1	256
	Left-Through		0			0	
	Through	790	2	**293**	1271	2	**450**
	Through-Right		1			1	
	Right	90	0	90	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	267	1	**267**	203	1	**203**
	Left-Through		0			0	
	Through	1107	2	380	990	2	353
	Through-Right		1			1	
	Right	34	0	34	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	538
			East-West:	560		*East-West:*	653
			SUM:	1042		*SUM:*	1191
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.658**			**0.766**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
60	North-South Street:	Gardner St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	36	0	36
	Left-Through		0			0	
	Through	178	0	243	242	0	**389**
	Through-Right		0			0	
	Right	48	0	0	111	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	0	29	38	0	**38**
	Left-Through		0			0	
	Through	181	0	**263**	128	0	196
	Through-Right		0			0	
	Right	53	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	63	1	63
	Left-Through		0			0	
	Through	1025	2	354	1449	2	**501**
	Through-Right		1			1	
	Right	36	0	36	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	66	53	1	**53**
	Left-Through		0			0	
	Through	1349	2	**465**	1187	2	408
	Through-Right		1			1	
	Right	46	0	46	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	280		*North-South:*	427
			East-West:	520		*East-West:*	554
			SUM:	800		*SUM:*	981
	VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.654
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.433**			**0.554**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
61	North-South Street:	Poinsettia Pl (West)	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	51	0	51
	Left-Through		0			0	
	Through	16	0	**89**	42	0	**154**
	Through-Right		0			0	
	Right	43	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	**13**	17	0	**17**
	Left-Through		0			0	
	Through	15	0	45	16	0	64
	Through-Right		0			0	
	Right	17	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	15	1	15
	Left-Through		0			0	
	Through	1077	2	364	1549	2	**524**
	Through-Right		1			1	
	Right	15	0	15	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	37	1	**37**
	Left-Through		0			0	
	Through	1422	2	**487**	1213	2	417
	Through-Right		1			1	
	Right	39	0	39	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	102		*North-South:*	171
			East-West:	498		*East-West:*	561
			SUM:	600		*SUM:*	732
	VOLUME/CAPACITY *(V/C)* RATIO:			0.400			0.488
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.300**			**0.388**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
62	North-South Street:	Poinsettia Pl (East)	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**3**	2	0	**2**
	Left-Through		0			0	
	Through	0	0	14	5	0	20
	Through-Right		0			0	
	Right	11	0	0	13	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	95	0	95	67	0	67
	Left-Through		0			0	
	Through	0	0	**151**	3	0	**122**
	Through-Right		0			0	
	Right	56	0	0	52	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	38	1	38
	Left-Through		0			0	
	Through	1122	2	374	1588	2	**530**
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	5	1	**5**
	Left-Through		0			0	
	Through	1428	2	**489**	1233	2	430
	Through-Right		1			1	
	Right	40	0	40	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	154		*North-South:*	124
			East-West:	500		*East-West:*	535
			SUM:	654		*SUM:*	659
VOLUME/CAPACITY *(V/C)* RATIO:				0.436			0.439
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.336**			**0.339**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 63

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave **East-West Street:** Sunset Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	211	1	**211**
	Left-Through		0			0	
	Through	658	2	329	742	2	371
	Through-Right		0			0	
	Right	200	1	0	286	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	83	146	1	146
	Left-Through		0			0	
	Through	843	2	**337**	767	2	**306**
	Through-Right		1			1	
	Right	168	0	168	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	200	1	200
	Left-Through		0			0	
	Through	890	2	335	1350	2	**485**
	Through-Right		1			1	
	Right	114	0	114	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	252	1	252	224	1	**224**
	Left-Through		0			0	
	Through	1220	2	**418**	944	2	346
	Through-Right		1			1	
	Right	35	0	35	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	461		*North-South:*	517
			East-West:	601		*East-West:*	709
			SUM:	1062		*SUM:*	1226
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.892
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.672**			**0.792**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 64

PROJECT TITLE: Crossroads Hollywood
North-South Street: Orange Dr **East-West Street:** Sunset Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	13	0	13
	Left-Through		0			0	
	Through	63	0	94	126	0	**201**
	Through-Right		0			0	
	Right	21	0	0	62	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	38	0	38	68	0	**68**
	Left-Through		0			0	
	Through	49	0	**148**	60	0	192
	Through-Right		0			0	
	Right	61	0	0	64	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	83	1	**83**
	Left-Through		0			0	
	Through	878	2	301	1287	2	438
	Through-Right		1			1	
	Right	25	0	25	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	28	1	28
	Left-Through		0			0	
	Through	1391	2	**504**	1213	2	**442**
	Through-Right		1			1	
	Right	121	0	121	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	158		*North-South:*	269
			East-West:	521		*East-West:*	525
			SUM:	679		*SUM:*	794
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.529
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.353**			**0.429**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
65	North-South Street:	Highland Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	60	1	**60**
	Left-Through		0			0	
	Through	1062	2	396	965	2	354
	Through-Right		1			1	
	Right	126	0	126	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	100	1	100
	Left-Through		0			0	
	Through	1456	2	**577**	1213	2	**499**
	Through-Right		1			1	
	Right	276	0	276	283	0	283
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	1	**289**	283	1	**283**
	Left-Through		0			0	
	Through	957	2	345	1305	2	457
	Through-Right		1			1	
	Right	78	0	78	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	244	1	244	147	1	147
	Left-Through		0			0	
	Through	1221	2	**420**	991	2	**343**
	Through-Right		1			1	
	Right	40	0	40	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	639		*North-South:*	559
			East-West:	709		*East-West:*	626
			SUM:	1348		*SUM:*	1185
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			0.862
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.880**			**0.762**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 66

PROJECT TITLE: Crossroads Hollywood
North-South Street: Las Palmas Ave **East-West Street:** Sunset Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	6	0	**6**	15	0	15
	Left-Through		0			0	
	Through	41	0	61	212	0	**257**
	Through-Right		0			0	
	Right	14	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	92	1	92	114	1	**114**
	Left-Through		0			0	
	Through	98	0	**242**	85	0	194
	Through-Right		1			1	
	Right	144	0	0	109	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	256	1	**256**
	Left-Through		0			0	
	Through	1032	2	349	1362	2	461
	Through-Right		1			1	
	Right	16	0	16	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	17	1	17
	Left-Through		0			0	
	Through	1430	3	**477**	1092	3	**364**
	Through-Right		0			0	
	Right	83	1	37	250	1	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	248		*North-South:*	371
			East-West:	559		*East-West:*	620
			SUM:	807		*SUM:*	991
VOLUME/CAPACITY *(V/C)* RATIO:				0.566			0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.466**			**0.595**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67

PROJECT TITLE: Crossroads Hollywood
North-South Street: Cherokee Ave **East-West Street:** Sunset Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	136	0	136
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	53	0	**78**	95	0	**231**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1077	2	**366**	1587	2	**538**
	Through-Right		1			1	
	Right	22	0	22	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**129**	87	1	**87**
	Left-Through		0			0	
	Through	1424	3	475	1244	3	415
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	78		*North-South:*	231
			East-West:	495		*East-West:*	625
			SUM:	573		*SUM:*	856
VOLUME/CAPACITY *(V/C)* RATIO:				0.382			0.571
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.282**			**0.471**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
68	North-South Street:	Seward St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	0	29	103	0	103
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	58	0	**87**	208	0	**311**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1108	2	**376**	1666	2	**564**
	Through-Right		1			1	
	Right	19	0	19	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	**139**	55	1	**55**
	Left-Through		0			0	
	Through	1503	3	501	1273	3	424
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	87		*North-South:*	311
			East-West:	515		*East-West:*	619
			SUM:	602		*SUM:*	930
VOLUME/CAPACITY *(V/C)* RATIO:				0.401			0.620
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.301**			**0.520**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69

PROJECT TITLE: Crossroads Hollywood
North-South Street: Wilcox Ave **East-West Street:** Sunset Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	42	1	42
	Left-Through		0			0	
	Through	105	0	132	252	0	**304**
	Through-Right		1			1	
	Right	27	0	0	52	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	40	1	**40**
	Left-Through		0			0	
	Through	264	0	**366**	238	0	301
	Through-Right		1			1	
	Right	102	0	0	63	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	140	1	140
	Left-Through		0			0	
	Through	1078	2	366	1637	2	**559**
	Through-Right		1			1	
	Right	20	0	20	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	108	34	1	**34**
	Left-Through		0			0	
	Through	1454	2	**502**	1190	2	417
	Through-Right		1			1	
	Right	51	0	51	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	391		*North-South:*	344
			East-West:	568		*East-West:*	593
			SUM:	959		*SUM:*	937
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.539**			**0.525**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
70	North-South Street:	Cahuenga Blvd	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	**45**	98	1	98
	Left-Through		0			0	
	Through	456	1	235	875	1	**469**
	Through-Right		1			1	
	Right	13	0	13	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	69	1	**69**
	Left-Through		0			0	
	Through	952	1	**583**	567	1	338
	Through-Right		1			1	
	Right	213	0	213	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	**139**	310	1	**310**
	Left-Through		0			0	
	Through	910	2	331	1273	2	451
	Through-Right		1			1	
	Right	84	0	84	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	35	1	35
	Left-Through		0			0	
	Through	1301	2	**449**	1116	2	**399**
	Through-Right		1			1	
	Right	46	0	46	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	628		*North-South:*	538
			East-West:	588		*East-West:*	709
			SUM:	1216		*SUM:*	1247
VOLUME/CAPACITY *(V/C)* RATIO:				0.853			0.875
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.753**			**0.775**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
71	North-South Street:	Ivar Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	43	0	43
	Left-Through		0			0	
	Through	79	0	128	242	0	**381**
	Through-Right		0			0	
	Right	40	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	55	1	**55**
	Left-Through		0			0	
	Through	150	0	**233**	105	0	158
	Through-Right		1			1	
	Right	83	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	**24**	41	1	41
	Left-Through		0			0	
	Through	874	2	300	1384	2	**477**
	Through-Right		1			1	
	Right	25	0	25	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	66	1	**66**
	Left-Through		0			0	
	Through	1438	2	**510**	1126	2	397
	Through-Right		1			1	
	Right	91	0	91	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	242		*North-South:*	436
			East-West:	534		*East-West:*	543
			SUM:	776		*SUM:*	979
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.653
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.417**			**0.553**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72

PROJECT TITLE: Crossroads Hollywood
North-South Street: Vine St **East-West Street:** Sunset Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		0	NB -- 3	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	**112**	130	1	130
	Left-Through		0			0	
	Through	657	2	329	1111	2	**556**
	Through-Right		0			0	
	Right	197	1	17	203	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	120	1	**120**
	Left-Through		0			0	
	Through	1171	1	**641**	912	1	518
	Through-Right		1			1	
	Right	111	0	111	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	46	75	1	75
	Left-Through		0			0	
	Through	845	2	**315**	1274	2	**457**
	Through-Right		1			1	
	Right	100	0	100	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	153	1	**153**
	Left-Through		0			0	
	Through	1185	2	415	1079	2	395
	Through-Right		1			1	
	Right	61	0	61	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	753		*North-South:*	676
			East-West:	495		*East-West:*	610
			SUM:	1248		*SUM:*	1286
VOLUME/CAPACITY *(V/C)* RATIO:				0.908			0.935
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.808**			**0.835**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73

PROJECT TITLE: Crossroads Hollywood
North-South Street: Argyle Ave **East-West Street:** Sunset Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	0	91	63	0	63
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	179	0	**270**	147	0	**210**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	121	1	**121**	145	1	**145**
	Left-Through		0			0	
	Through	916	3	305	1413	3	471
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1362	2	**489**	1186	2	**427**
	Through-Right		1			1	
	Right	104	0	104	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	270		*North-South:*	210
			East-West:	610		*East-West:*	572
			SUM:	880		*SUM:*	782
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.521
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.487**			**0.421**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
74	North-South Street:	Gower St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	**29**	45	1	45
	Left-Through		0			0	
	Through	253	0	309	519	0	**572**
	Through-Right		1			1	
	Right	56	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	74	1	**74**
	Left-Through		0			0	
	Through	361	0	**411**	363	0	428
	Through-Right		1			1	
	Right	50	0	0	65	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	**48**	96	1	96
	Left-Through		0			0	
	Through	868	2	322	1559	2	**536**
	Through-Right		1			1	
	Right	98	0	98	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	51	1	**51**
	Left-Through		0			0	
	Through	1475	2	**500**	1293	2	462
	Through-Right		1			1	
	Right	26	0	26	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	646
			East-West:	548		*East-West:*	587
			SUM:	988		*SUM:*	1233
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.865
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**			**0.765**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
75	North-South Street:	Bronson Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	50	1	50
	Left-Through		0			0	
	Through	139	0	271	317	0	**493**
	Through-Right		1			1	
	Right	132	0	0	176	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	73	1	**73**
	Left-Through		0			0	
	Through	307	0	**483**	207	0	271
	Through-Right		1			1	
	Right	176	0	0	64	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	81	1	81
	Left-Through		0			0	
	Through	886	2	303	1668	2	**567**
	Through-Right		1			1	
	Right	22	0	22	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	45	1	**45**
	Left-Through		0			0	
	Through	1559	2	**542**	1324	2	465
	Through-Right		1			1	
	Right	68	0	68	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	549		*North-South:*	566
			East-West:	587		*East-West:*	612
			SUM:	1136		*SUM:*	1178
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.657**			**0.685**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
76	North-South Street:	Van Ness Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	86	1	86
	Left-Through		0			0	
	Through	14	0	**182**	47	0	**179**
	Through-Right		1			1	
	Right	168	0	0	132	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	322	1	**322**	360	1	**360**
	Left-Through		0			0	
	Through	194	0	228	261	0	282
	Through-Right		1			1	
	Right	34	0	0	21	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	9	1	9
	Left-Through		0			0	
	Through	1059	2	368	1850	2	**627**
	Through-Right		1			1	
	Right	44	0	44	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	70	1	**70**
	Left-Through		0			0	
	Through	1587	2	**537**	1276	2	429
	Through-Right		1			1	
	Right	23	0	23	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	504		*North-South:*	539
			East-West:	542		*East-West:*	697
			SUM:	1046		*SUM:*	1236
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.824
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.597**			**0.724**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
77	North-South Street:	Wilton Pl	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	104	1	104
	Left-Through		0			0	
	Through	235	1	191	383	1	**285**
	Through-Right		1			1	
	Right	146	0	146	186	0	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	78	1	**78**
	Left-Through		0			0	
	Through	527	1	**312**	375	1	234
	Through-Right		1			1	
	Right	96	0	96	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	88	1	**88**
	Left-Through		0			0	
	Through	1076	2	**427**	1463	2	542
	Through-Right		1			1	
	Right	205	0	205	163	0	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	**116**	80	1	80
	Left-Through		0			0	
	Through	763	2	382	1100	2	**550**
	Through-Right		0			0	
	Right	103	1	33	147	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	377		*North-South:*	363
			East-West:	543		*East-West:*	638
			SUM:	920		*SUM:*	1001
VOLUME/CAPACITY *(V/C)* RATIO:				0.613			0.667
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.513**			**0.567**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
78	North-South Street:	Western Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	91	1	91
	Left-Through		0			0	
	Through	435	2	218	628	2	**314**
	Through-Right		0			0	
	Right	68	1	19	80	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	137	253	1	**253**
	Left-Through		0			0	
	Through	766	1	**462**	548	1	305
	Through-Right		1			1	
	Right	157	0	157	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	142	243	1	**243**
	Left-Through		0			0	
	Through	1002	2	**351**	1247	2	422
	Through-Right		1			1	
	Right	50	0	50	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	**99**	132	1	132
	Left-Through		0			0	
	Through	728	2	267	979	2	**377**
	Through-Right		1			1	
	Right	74	0	74	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	567
			East-West:	450		*East-West:*	620
			SUM:	995		*SUM:*	1187
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.624**			**0.763**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
79	

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave **East-West Street:** De Longpre Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	46	1	**46**
	Left-Through		0			0	
	Through	1199	2	414	1034	2	401
	Through-Right		1			1	
	Right	44	0	44	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	36	1	36
	Left-Through		0			0	
	Through	1598	2	**536**	1336	2	**455**
	Through-Right		1			1	
	Right	10	0	10	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	0	**24**	28	0	28
	Left-Through		0			0	
	Through	50	0	108	196	0	**323**
	Through-Right		0			0	
	Right	34	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	134	0	134	56	0	**56**
	Left-Through		0			0	
	Through	55	0	**264**	121	0	214
	Through-Right		0			0	
	Right	75	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	501
			East-West:	288		*East-West:*	379
			SUM:	835		*SUM:*	880
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.587
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.457**			**0.487**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
80	North-South Street:	Gardner St	East-West Street:	Fountain Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	41	0	41
	Left-Through		0			0	
	Through	147	0	227	254	0	**362**
	Through-Right		0			0	
	Right	60	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	49	69	0	**69**
	Left-Through		0			0	
	Through	216	0	**320**	202	0	315
	Through-Right		0			0	
	Right	55	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	96	1	96
	Left-Through		0			0	
	Through	737	1	391	1212	1	**627**
	Through-Right		1			1	
	Right	44	0	44	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	105	148	1	**148**
	Left-Through		0			0	
	Through	1217	1	**626**	852	1	449
	Through-Right		1			1	
	Right	35	0	35	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	431
			East-West:	680		*East-West:*	775
			SUM:	1020		*SUM:*	1206
VOLUME/CAPACITY *(V/C)* RATIO:				0.680			0.804
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.580**			**0.704**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 81

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave East-West Street: Fountain Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	126	1	**126**
	Left-Through		0			0	
	Through	829	2	291	1003	2	359
	Through-Right		1			1	
	Right	44	0	44	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	73	1	73
	Left-Through		0			0	
	Through	939	2	**384**	945	2	**355**
	Through-Right		1			1	
	Right	214	0	214	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	1	**131**	165	1	**165**
	Left-Through		0			0	
	Through	587	1	353	786	1	444
	Through-Right		1			1	
	Right	118	0	118	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	115	1	115
	Left-Through		0			0	
	Through	744	0	**762**	653	0	**699**
	Through-Right		1			1	
	Right	18	0	0	46	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	481
			East-West:	893		*East-West:*	864
			SUM:	1373		*SUM:*	1345
VOLUME/CAPACITY *(V/C)* RATIO:				0.915			0.897
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.815**			**0.797**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
82	North-South Street:	Highland Ave	East-West Street:	Fountain Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	**45**	43	1	**43**
	Left-Through		0			0	
	Through	1194	2	414	987	2	350
	Through-Right		1			1	
	Right	47	0	47	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	1	3	-2	1	-2
	Left-Through		0			0	
	Through	1497	2	**570**	1329	2	**500**
	Through-Right		1			1	
	Right	213	0	213	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	152	1	**152**
	Left-Through		0			0	
	Through	384	0	462	462	0	536
	Through-Right		1			1	
	Right	78	0	0	74	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	43	1	43
	Left-Through		0			0	
	Through	417	0	**418**	427	0	**438**
	Through-Right		1			1	
	Right	1	0	0	11	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	615		*North-South:*	543
			East-West:	588		*East-West:*	590
			SUM:	1203		*SUM:*	1133
VOLUME/CAPACITY *(V/C)* RATIO:				0.802			0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.702**			**0.655**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
83	North-South Street:	Wilcox Ave	East-West Street:	Fountain Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	**14**	25	1	25
	Left-Through		0			0	
	Through	131	0	159	286	0	**330**
	Through-Right		1			1	
	Right	28	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	35	1	**35**
	Left-Through		0			0	
	Through	184	0	**226**	223	0	256
	Through-Right		1			1	
	Right	42	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	**25**	41	0	41
	Left-Through		1			1	
	Through	279	0	304	485	0	**526**
	Through-Right		0			0	
	Right	22	1	15	44	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	19	0	19	17	0	**17**
	Left-Through		0			0	
	Through	465	0	**518**	326	0	378
	Through-Right		0			0	
	Right	34	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	240		*North-South:*	365
			East-West:	543		*East-West:*	543
			SUM:	783		*SUM:*	908
VOLUME/CAPACITY *(V/C)* RATIO:				0.522			0.605
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.422**			**0.505**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
84	North-South Street:	Cahuenga Blvd	East-West Street:	Fountain Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	28	0	28
	Left-Through		1			1	
	Through	499	0	285	726	0	**451**
	Through-Right		1			1	
	Right	22	0	285	63	0	451
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	0	18	38	0	**38**
	Left-Through		1			1	
	Through	922	0	**515**	668	0	442
	Through-Right		1			1	
	Right	72	0	515	63	0	442
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	0	**109**	108	0	108
	Left-Through		0			0	
	Through	205	0	332	486	0	**608**
	Through-Right		0			0	
	Right	18	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	38	0	38	24	0	**24**
	Left-Through		0			0	
	Through	425	0	**500**	363	0	431
	Through-Right		0			0	
	Right	37	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	527		*North-South:*	489
			East-West:	609		*East-West:*	632
			SUM:	1136		*SUM:*	1121
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.657**			**0.647**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
85	North-South Street:	Vine St	East-West Street:	Fountain Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	58	1	58
	Left-Through		0			0	
	Through	891	1	479	1221	1	**642**
	Through-Right		1			1	
	Right	67	0	67	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	1	27	62	1	**62**
	Left-Through		0			0	
	Through	1212	1	**636**	1092	1	572
	Through-Right		1			1	
	Right	59	0	59	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	81	1	81
	Left-Through		0			0	
	Through	201	0	229	473	0	**518**
	Through-Right		1			1	
	Right	28	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	63	1	**63**
	Left-Through		0			0	
	Through	415	0	**530**	325	0	416
	Through-Right		1			1	
	Right	115	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	683		*North-South:*	704
			East-West:	581		*East-West:*	581
			SUM:	1264		*SUM:*	1285
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.857
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.743**			**0.757**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
86	North-South Street:	Gower St	East-West Street:	Fountain Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 / EB -- 0	SB -- / WB --		0 / 0	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	44	1	44
	Left-Through		0			0	
	Through	262	0	296	541	0	**564**
	Through-Right		1			1	
	Right	34	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	84	1	**84**
	Left-Through		0			0	
	Through	434	0	**483**	457	0	500
	Through-Right		1			1	
	Right	49	0	0	43	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	0	**49**	72	0	72
	Left-Through		0			0	
	Through	197	0	273	527	0	**626**
	Through-Right		0			0	
	Right	27	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	45	0	45	39	0	**39**
	Left-Through		0			0	
	Through	490	0	**572**	367	0	456
	Through-Right		0			0	
	Right	37	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	508		*North-South:*	648
			East-West:	621		*East-West:*	665
			SUM:	1129		*SUM:*	1313
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.875
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.653**			**0.775**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
87	North-South Street:	Highland Ave	East-West Street:	Lexington Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	61	1	**61**
	Left-Through		0			0	
	Through	1220	2	419	1036	2	392
	Through-Right		1			1	
	Right	38	0	38	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	39	1	39
	Left-Through		0			0	
	Through	1498	2	**522**	1360	2	**465**
	Through-Right		1			1	
	Right	67	0	67	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	**26**	27	0	27
	Left-Through		0			0	
	Through	53	0	118	197	0	**281**
	Through-Right		0			0	
	Right	39	0	0	57	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	52	0	52	20	0	**20**
	Left-Through		0			0	
	Through	132	0	**237**	64	0	104
	Through-Right		0			0	
	Right	53	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	542		*North-South:*	526
			East-West:	263		*East-West:*	301
			SUM:	805		*SUM:*	827
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.551
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.437**			**0.451**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88

PROJECT TITLE: Crossroads Hollywood
North-South Street: Fairfax Ave **East-West Street:** Santa Monica Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	99	1	99
	Left-Through		0			0	
	Through	681	2	341	847	2	**424**
	Through-Right		0			0	
	Right	87	1	0	159	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	77	1	**77**
	Left-Through		0			0	
	Through	932	1	**508**	680	1	393
	Through-Right		1			1	
	Right	84	0	84	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	245	1	245
	Left-Through		0			0	
	Through	317	1	186	984	1	**523**
	Through-Right		1			1	
	Right	54	0	54	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	273	155	1	**155**
	Left-Through		0			0	
	Through	937	1	**495**	698	1	396
	Through-Right		1			1	
	Right	53	0	53	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	606		*North-South:*	501
			East-West:	590		*East-West:*	678
			SUM:	1196		*SUM:*	1179
VOLUME/CAPACITY *(V/C)* RATIO:				0.870			0.857
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.800**			**0.787**
LEVEL OF SERVICE (LOS):				**C**			**C**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gardner St **East-West Street:** Santa Monica Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
		EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
	ATSAC-1 or ATSAC+ATCS-2? *			1			1
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	12	1	**12**	33	1	**33**
	Left-Through		0			0	
	Through	79	0	112	157	0	195
	Through-Right		1			1	
	Right	33	0	0	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	61	1	61
	Left-Through		0			0	
	Through	221	0	**294**	177	0	**251**
	Through-Right		1			1	
	Right	73	0	0	74	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	120	1	120
	Left-Through		0			0	
	Through	567	1	291	1143	1	**598**
	Through-Right		1			1	
	Right	14	0	14	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	42	1	**42**
	Left-Through		0			0	
	Through	1170	1	**612**	940	1	512
	Through-Right		1			1	
	Right	53	0	53	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	306		*North-South:*	284
			East-West:	682		*East-West:*	640
			SUM:	988		*SUM:*	924
	VOLUME/CAPACITY *(V/C)* RATIO:			0.659			0.616
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.589**			**0.546**
	LEVEL OF SERVICE (LOS):			**A**			**A**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
90	

PROJECT TITLE: Crossroads Hollywood
North-South Street: Formosa Ave **East-West Street:** Santa Monica Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	**60**	118	0	**118**
	Left-Through		1			1	
	Through	8	0	68	29	0	147
	Through-Right		0			0	
	Right	26	1	0	116	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	12	0	12
	Left-Through		0			0	
	Through	48	0	**154**	55	0	**157**
	Through-Right		0			0	
	Right	97	0	0	90	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	35	1	35
	Left-Through		0			0	
	Through	797	1	433	1236	1	**673**
	Through-Right		1			1	
	Right	69	0	69	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	84	1	**84**
	Left-Through		0			0	
	Through	1237	1	**626**	909	1	463
	Through-Right		1			1	
	Right	14	0	14	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	214		*North-South:*	275
			East-West:	643		*East-West:*	757
			SUM:	857		*SUM:*	1032
VOLUME/CAPACITY *(V/C)* RATIO:				0.601			0.724
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.531**			**0.654**
LEVEL OF SERVICE (LOS):				**A**			**B**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
91	North-South Street:	La Brea Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	**101**	103	1	103
	Left-Through		0			0	
	Through	696	2	259	950	2	**362**
	Through-Right		1			1	
	Right	82	0	82	135	0	135
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	91	1	**91**
	Left-Through		0			0	
	Through	1064	2	**404**	896	2	346
	Through-Right		1			1	
	Right	148	0	148	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	**93**	178	1	178
	Left-Through		0			0	
	Through	583	1	326	943	1	**533**
	Through-Right		1			1	
	Right	68	0	68	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	145	1	**145**
	Left-Through		0			0	
	Through	957	1	**512**	697	1	386
	Through-Right		1			1	
	Right	66	0	66	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	453
			East-West:	605		*East-West:*	678
			SUM:	1110		*SUM:*	1131
VOLUME/CAPACITY *(V/C)* RATIO:				0.807			0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.737**			**0.753**
LEVEL OF SERVICE (LOS):				**C**			**C**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
92	North-South Street:	Highland Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	**38**	61	1	**61**
	Left-Through		0			0	
	Through	1109	3	370	959	3	320
	Through-Right		0			0	
	Right	93	1	0	219	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	80	1	80
	Left-Through		0			0	
	Through	1320	2	**511**	1184	2	**442**
	Through-Right		1			1	
	Right	212	0	212	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	**115**	167	1	167
	Left-Through		0			0	
	Through	787	1	412	1110	1	**575**
	Through-Right		1			1	
	Right	37	0	37	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	201	144	1	**144**
	Left-Through		0			0	
	Through	1029	1	**533**	879	1	479
	Through-Right		1			1	
	Right	37	0	37	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	549		*North-South:*	503
			East-West:	648		*East-West:*	719
			SUM:	1197		*SUM:*	1222
	VOLUME/CAPACITY *(V/C)* RATIO:			0.840			0.858
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.740**			**0.758**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
93	North-South Street:	Las Palmas Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	38	0	38
	Left-Through		0			0	
	Through	60	0	105	151	0	**275**
	Through-Right		0			0	
	Right	19	0	0	86	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	49	50	0	**50**
	Left-Through		0			0	
	Through	89	0	**204**	90	0	192
	Through-Right		0			0	
	Right	66	0	0	52	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	33	1	**33**	79	1	79
	Left-Through		0			0	
	Through	881	1	457	1242	1	**647**
	Through-Right		1			1	
	Right	32	0	32	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	98	1	**98**
	Left-Through		0			0	
	Through	1205	1	**624**	961	1	522
	Through-Right		1			1	
	Right	42	0	42	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	325
			East-West:	657		*East-West:*	745
			SUM:	887		*SUM:*	1070
VOLUME/CAPACITY *(V/C)* RATIO:				0.591			0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.491**			**0.613**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
94	North-South Street:	Wilcox Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	**23**	17	0	**17**
	Left-Through		0			0	
	Through	87	0	134	181	0	217
	Through-Right		0			0	
	Right	24	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	43	0	43
	Left-Through		0			0	
	Through	128	0	**257**	177	0	**287**
	Through-Right		0			0	
	Right	85	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	68	1	68
	Left-Through		0			0	
	Through	759	1	388	1224	1	**629**
	Through-Right		1			1	
	Right	17	0	17	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	19	1	**19**
	Left-Through		0			0	
	Through	1392	1	**706**	1102	1	574
	Through-Right		1			1	
	Right	20	0	20	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	304
			East-West:	736		*East-West:*	648
			SUM:	1016		*SUM:*	952
VOLUME/CAPACITY *(V/C)* RATIO:				0.677			0.635
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.577**			**0.535**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
95	North-South Street:	Cahuenga Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	0	**24**	34	0	**34**
	Left-Through		1			1	
	Through	387	0	250	578	0	376
	Through-Right		1			1	
	Right	16	0	250	37	0	376
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	40	55	0	55
	Left-Through		1			1	
	Through	722	0	**490**	644	0	**482**
	Through-Right		1			1	
	Right	177	0	490	99	0	482
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	0	**68**	116	0	116
	Left-Through		1			1	
	Through	711	1	560	1163	1	**930**
	Through-Right		0			0	
	Right	44	1	44	41	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	1	62	42	1	**42**
	Left-Through		0			0	
	Through	1225	1	**633**	1098	1	586
	Through-Right		1			1	
	Right	40	0	40	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	514		*North-South:*	516
			East-West:	701		*East-West:*	972
			SUM:	1215		*SUM:*	1488
VOLUME/CAPACITY *(V/C)* RATIO:				0.810			0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.710**			**0.892**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
96	North-South Street:	Vine St	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	74	1	74
	Left-Through		0			0	
	Through	972	2	486	1229	2	**615**
	Through-Right		0			0	
	Right	89	1	22	84	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	58	81	1	**81**
	Left-Through		0			0	
	Through	1175	1	**655**	1043	1	564
	Through-Right		1			1	
	Right	135	0	135	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	96	1	96
	Left-Through		0			0	
	Through	713	1	389	1129	1	**592**
	Through-Right		1			1	
	Right	64	0	64	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	135	83	1	**83**
	Left-Through		0			0	
	Through	1198	1	**625**	929	1	514
	Through-Right		1			1	
	Right	51	0	51	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	735		*North-South:*	696
			East-West:	686		*East-West:*	675
			SUM:	1421		*SUM:*	1371
VOLUME/CAPACITY *(V/C)* RATIO:				0.947			0.914
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.847**			**0.814**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
97	North-South Street:	Gower St	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	36	1	36
	Left-Through		0			0	
	Through	244	0	298	467	0	**548**
	Through-Right		1			1	
	Right	54	0	0	81	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	71	54	1	**54**
	Left-Through		0			0	
	Through	462	0	**496**	358	0	402
	Through-Right		1			1	
	Right	34	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	80	1	80
	Left-Through		0			0	
	Through	806	1	419	1202	1	**614**
	Through-Right		1			1	
	Right	32	0	32	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	191	1	191	91	1	**91**
	Left-Through		0			0	
	Through	1317	1	**676**	1171	1	616
	Through-Right		1			1	
	Right	35	0	35	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	602
			East-West:	716		*East-West:*	705
			SUM:	1239		*SUM:*	1307
VOLUME/CAPACITY *(V/C)* RATIO:				0.826			0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.726**			**0.771**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98

PROJECT TITLE: Crossroads Hollywood
North-South Street: Bronson Ave **East-West Street:** Santa Monica Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0 *SB --*		0	*NB --* 0 *SB --*		0
	EB -- 0 *WB --*		0	*EB --* 0 *WB --*		0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	7	0	7
	Left-Through		0			0	
	Through	5	0	**16**	10	0	**25**
	Through-Right		0			0	
	Right	3	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	118	1	118
	Left-Through		0			0	
	Through	16	0	**162**	9	0	**123**
	Through-Right		1			1	
	Right	146	0	0	114	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	**69**	92	1	**92**
	Left-Through		0			0	
	Through	884	1	444	1117	1	572
	Through-Right		1			1	
	Right	3	0	3	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	28	1	28
	Left-Through		0			0	
	Through	1324	1	**690**	1187	1	**615**
	Through-Right		1			1	
	Right	56	0	56	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	178		*North-South:*	148
			East-West:	759		*East-West:*	707
			SUM:	937		*SUM:*	855
VOLUME/CAPACITY *(V/C)* RATIO:				0.658			0.600
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.558**			**0.500**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
99	North-South Street:	Van Ness Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	274	0	376	447	0	**543**
	Through-Right		1			1	
	Right	102	0	0	96	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	450	0	**551**	404	0	481
	Through-Right		1			1	
	Right	101	0	0	77	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	51	1	51
	Left-Through		0			0	
	Through	816	1	478	1088	1	**599**
	Through-Right		1			1	
	Right	139	0	139	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	27	1	**27**
	Left-Through		0			0	
	Through	1242	1	**634**	1074	1	552
	Through-Right		1			1	
	Right	25	0	25	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	551		*North-South:*	543
			East-West:	664		*East-West:*	626
			SUM:	1215		*SUM:*	1169
VOLUME/CAPACITY *(V/C)* RATIO:				0.810			0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.710**			**0.679**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100

PROJECT TITLE: Crossroads Hollywood
North-South Street: Wilton Pl East-West Street: Santa Monica Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	771	1	415	813	1	**442**
	Through-Right		1			1	
	Right	58	0	58	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	808	1	**441**	655	1	337
	Through-Right		1			1	
	Right	73	0	73	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	60	1	60
	Left-Through		0			0	
	Through	772	1	419	1009	1	**538**
	Through-Right		1			1	
	Right	65	0	65	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	91	1	**91**
	Left-Through		0			0	
	Through	964	1	**488**	1010	1	522
	Through-Right		1			1	
	Right	12	0	12	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	442
			East-West:	525		*East-West:*	629
			SUM:	966		*SUM:*	1071
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.714
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.544**			**0.614**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:				
101	**PROJECT TITLE:**	Crossroads Hollywood		
	North-South Street:	Western Ave	**East-West Street:**	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	**Analyst:** GTC	**Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 3	*SB --*	0	*NB --* 3	*SB --*	0
	EB -- 3	*WB --*	0	*EB --* 3	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	62	1	**62**
	Left-Through		0			0	
	Through	797	2	399	882	2	441
	Through-Right		0			0	
	Right	120	1	29	229	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	95	1	95	73	1	73
	Left-Through		0			0	
	Through	948	1	**535**	957	1	**509**
	Through-Right		1			1	
	Right	122	0	122	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	88	1	88
	Left-Through		0			0	
	Through	736	2	368	927	2	**464**
	Through-Right		0			0	
	Right	64	1	0	63	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	176	1	**176**
	Left-Through		0			0	
	Through	952	1	**493**	979	1	522
	Through-Right		1			1	
	Right	33	0	33	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	621		*North-South:*	571
			East-West:	545		*East-West:*	640
			SUM:	1166		*SUM:*	1211
VOLUME/CAPACITY *(V/C)* RATIO:				0.848			0.881
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.748**			**0.781**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102

PROJECT TITLE: Crossroads Hollywood
North-South Street: US-101 SB On-ramp East-West Street: Santa Monica Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	0	92	108	0	108
	Left-Through		0			0	
	Through	23	0	**125**	34	0	**157**
	Through-Right		0			0	
	Right	10	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	11	0	**11**
	Left-Through		1			1	
	Through	691	1	364	859	1	463
	Through-Right		0			0	
	Right	386	1	386	349	1	349
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	51	46	1	46
	Left-Through		0			0	
	Through	1068	1	**555**	1188	1	**629**
	Through-Right		1			1	
	Right	42	0	42	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	125		*North-South:*	157
			East-West:	561		*East-West:*	640
			SUM:	686		*SUM:*	797
VOLUME/CAPACITY *(V/C)* RATIO:				0.457			0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.357**			**0.431**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
103	North-South Street:	US-101 NB Off-ramp	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	455	1	**266**	527	1	**342**
	Left-Through		0			0	
	Through	33	0	266	103	0	342
	Through-Right		0			0	
	Right	44	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	23	0	23
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	59	0	**79**	55	0	**78**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	9	1	**9**	19	1	19
	Left-Through		0			0	
	Through	753	2	377	933	2	**467**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	744	1	**390**	714	1	375
	Through-Right		1			1	
	Right	36	0	36	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	345		*North-South:*	420
			East-West:	399		*East-West:*	467
			SUM:	744		*SUM:*	887
VOLUME/CAPACITY *(V/C)* RATIO:				0.522			0.622
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.422**			**0.522**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
104	

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave **East-West Street:** Willoughby Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	53	1	**53**
	Left-Through		0			0	
	Through	1203	2	412	1153	2	397
	Through-Right		1			1	
	Right	33	0	33	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	32	64	1	64
	Left-Through		0			0	
	Through	1459	2	**515**	1341	2	**468**
	Through-Right		1			1	
	Right	86	0	86	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	0	**76**	122	0	122
	Left-Through		0			0	
	Through	92	0	216	310	0	**532**
	Through-Right		0			0	
	Right	48	0	0	100	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	100	0	100	60	0	**60**
	Left-Through		0			0	
	Through	311	0	**459**	145	0	250
	Through-Right		0			0	
	Right	48	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	521
			East-West:	535		*East-West:*	592
			SUM:	1103		*SUM:*	1113
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.742
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.642**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave **East-West Street:** Melrose Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	97	1	97
	Left-Through		0			0	
	Through	1107	2	408	1312	2	**474**
	Through-Right		1			1	
	Right	117	0	117	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	48	40	1	**40**
	Left-Through		0			0	
	Through	1091	2	**420**	1042	2	380
	Through-Right		1			1	
	Right	170	0	170	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	73	1	73	112	1	112
	Left-Through		0			0	
	Through	877	1	**506**	961	1	**538**
	Through-Right		1			1	
	Right	135	0	135	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	212	1	**212**	187	1	**187**
	Left-Through		0			0	
	Through	1245	1	644	873	1	472
	Through-Right		1			1	
	Right	42	0	42	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	514
			East-West:	718		*East-West:*	725
			SUM:	1212		*SUM:*	1239
VOLUME/CAPACITY *(V/C)* RATIO:				0.851			0.869
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.751**			**0.769**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
106	North-South Street:	Highland Ave	East-West Street:	Melrose Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	1	0	1
	Left-Through		1			1	
	Through	1145	0	**645**	1085	0	**633**
	Through-Right		1			1	
	Right	138	0	645	174	0	633
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	90	1	**90**
	Left-Through		0			0	
	Through	1189	2	595	1262	2	631
	Through-Right		0			0	
	Right	395	1	216	157	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	179	1	**179**	136	1	136
	Left-Through		0			0	
	Through	922	1	475	1094	1	**560**
	Through-Right		1			1	
	Right	28	0	28	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	1	259	256	1	**256**
	Left-Through		0			0	
	Through	1256	1	**645**	953	1	505
	Through-Right		1			1	
	Right	33	0	33	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	723
			East-West:	824		*East-West:*	816
			SUM:	1544		*SUM:*	1539
VOLUME/CAPACITY *(V/C)* RATIO:				1.084			1.080
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.984**			**0.980**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
107	North-South Street:	Vine St	East-West Street:	Melrose Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	99	1	99
	Left-Through		0			0	
	Through	1045	1	553	1176	1	**614**
	Through-Right		1			1	
	Right	60	0	60	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	97	87	1	**87**
	Left-Through		0			0	
	Through	1075	1	**588**	969	1	526
	Through-Right		1			1	
	Right	101	0	101	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	81	1	81
	Left-Through		0			0	
	Through	1022	1	539	1252	1	**669**
	Through-Right		1			1	
	Right	55	0	55	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	49	1	**49**
	Left-Through		0			0	
	Through	1092	1	**585**	1019	1	563
	Through-Right		1			1	
	Right	77	0	77	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	698		*North-South:*	701
			East-West:	638		*East-West:*	718
			SUM:	1336		*SUM:*	1419
VOLUME/CAPACITY *(V/C)* RATIO:				0.891			0.946
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.791**			**0.846**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
108	North-South Street:	Gower	East-West Street:	Melrose Ave
	Scenario:	Existing with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0 *SB --*		0	*NB --* 0 *SB --*		0
	EB -- 0 *WB --*		0	*EB --* 0 *WB --*		0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	336	1	**336**	480	1	**480**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	248	1	171	247	1	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	1	**154**	211	1	**211**
	Left-Through		0			0	
	Through	937	2	469	1157	2	579
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1112	1	**684**	972	1	**627**
	Through-Right		1			1	
	Right	255	0	255	282	0	282
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	336		*North-South:*	480
			East-West:	838		*East-West:*	838
			SUM:	1174		*SUM:*	1318
VOLUME/CAPACITY *(V/C)* RATIO:				0.824			0.925
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.724**			**0.825**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109

PROJECT TITLE: Crossroads Hollywood
North-South Street: Western Ave **East-West Street:** Melrose Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	62	1	**62**
	Left-Through		0			0	
	Through	1123	1	610	1041	1	565
	Through-Right		1			1	
	Right	97	0	97	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	76	90	1	90
	Left-Through		0			0	
	Through	1094	1	**620**	1121	1	**618**
	Through-Right		1			1	
	Right	145	0	145	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	**65**	120	1	120
	Left-Through		0			0	
	Through	1009	1	545	1133	1	**609**
	Through-Right		1			1	
	Right	81	0	81	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	68	1	**68**
	Left-Through		0			0	
	Through	1136	1	**587**	938	1	500
	Through-Right		1			1	
	Right	37	0	37	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	708		*North-South:*	680
			East-West:	652		*East-West:*	677
			SUM:	1360		*SUM:*	1357
VOLUME/CAPACITY *(V/C)* RATIO:				0.907			0.905
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.807**			**0.805**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave **East-West Street:** Rosewood Ave
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	**28**	31	0	**31**
	Left-Through		1			1	
	Through	1390	0	807	1285	0	771
	Through-Right		1			1	
	Right	56	0	807	71	0	771
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	0	5	17	0	17
	Left-Through		1			1	
	Through	1556	0	**809**	1454	0	**789**
	Through-Right		1			1	
	Right	31	0	809	21	0	789
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	0	**29**	35	0	35
	Left-Through		0			0	
	Through	33	0	89	179	0	**235**
	Through-Right		0			0	
	Right	27	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	54	0	54	27	0	**27**
	Left-Through		0			0	
	Through	55	0	**115**	12	0	40
	Through-Right		0			0	
	Right	6	0	0	1	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	837		*North-South:*	820
			East-West:	144		*East-West:*	262
			SUM:	981		*SUM:*	1082
VOLUME/CAPACITY *(V/C)* RATIO:				0.654			0.721
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.554**			**0.621**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
111	

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave **East-West Street:** Beverly Blvd
Scenario: Existing with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**0**	3	0	0
	Left-Through		0			0	
	Through	1360	1	732	1285	1	**710**
	Through-Right		1			1	
	Right	103	0	103	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	0	2	0	**0**
	Left-Through		0			0	
	Through	1360	1	**765**	1288	1	696
	Through-Right		1			1	
	Right	170	0	170	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	1	**133**	119	1	119
	Left-Through		0			0	
	Through	970	1	501	1362	1	**685**
	Through-Right		1			1	
	Right	32	0	32	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	88	1	**88**
	Left-Through		0			0	
	Through	1188	1	**606**	1119	1	578
	Through-Right		1			1	
	Right	23	0	23	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	765		*North-South:*	710
			East-West:	739		*East-West:*	773
			SUM:	1504		*SUM:*	1483
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			1.041
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.955**			**0.941**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
1	North-South Street:	Cahuenga Blvd East	East-West Street:	Pilgrimage Bridge
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	28	71	0	71
	Left-Through		1			1	
	Through	1330	2	**453**	2545	2	**872**
	Through-Right		0			0	
	Right	15	1	15	5	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	0	148	292	0	292
	Left-Through		1			1	
	Through	9	0	157	4	0	**296**
	Through-Right		0			0	
	Right	624	1	**624**	241	1	241
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	**3**	11	0	**11**
	Left-Through		1			1	
	Through	1	0	4	3	0	14
	Through-Right		0			0	
	Right	3	1	3	6	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	453		*North-South:*	872
			East-West:	627		*East-West:*	307
			SUM:	1080		*SUM:*	1179
VOLUME/CAPACITY *(V/C)* RATIO:				0.720			0.786
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.620**			**0.686**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
2	North-South Street:	Highland Ave / US 101 I	East-West Street:	Pat Moore Wy / Hollywood Bowl R
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	**11**	16	0	**16**
	Left-Through		1			1	
	Through	2817	2	766	3060	2	821
	Through-Right		1			1	
	Right	182	0	766	127	0	821
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	105	163	1	163
	Left-Through		0			0	
	Through	2708	3	**903**	3190	3	**1063**
	Through-Right		0			0	
	Right	6	1	6	15	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	14	0	**14**
	Left-Through		1			1	
	Through	2	1	**1**	9	1	9
	Through-Right		0			0	
	Right	2	2	1	9	2	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	914		*North-South:*	1079
			East-West:	1		*East-West:*	14
			SUM:	915		*SUM:*	1093
	VOLUME/CAPACITY *(V/C)* RATIO:			0.642			0.767
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.542**			**0.667**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
3	North-South Street:	US-101 NB Off-ramp	East-West Street:	Cahuenga Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	0	68	109	0	109
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	0	**73**	4	0	**113**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	675	1	675	273	1	273
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1396	2	**698**	2610	2	**1305**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	73		*North-South:*	113
			East-West:	698		*East-West:*	1305
			SUM:	771		*SUM:*	1418
	VOLUME/CAPACITY *(V/C)* RATIO:			0.514			0.945
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.414**			**0.845**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
4	North-South Street:	Highland Ave	East-West Street:	Odin St
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	2875	3	**958**	3176	3	**1059**
	Through-Right		0			0	
	Right	237	1	29	321	1	265
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	8	1	**8**	23	1	**23**
	Left-Through		0			0	
	Through	2781	2	928	3138	2	1047
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	2	0	**2**
	Left-Through		1			1	
	Through	8	1	**6**	2	1	2
	Through-Right		0			0	
	Right	2	1	2	2	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	1	**208**	56	1	**56**
	Left-Through		0			0	
	Through	8	1	8	1	1	1
	Through-Right		0			0	
	Right	19	1	15	19	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	966		*North-South:*	1082
			East-West:	214		*East-West:*	58
			SUM:	1180		*SUM:*	1140
	VOLUME/CAPACITY *(V/C)* RATIO:			0.858			0.829
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.758**			**0.729**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
5	North-South Street:	Odin St	East-West Street:	Cahuenga Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	198	1	**124**	287	1	**190**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	50	0	124	92	0	190
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	667	0	**685**	275	0	276
	Through-Right		1			1	
	Right	18	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	**17**	25	1	25
	Left-Through		0			0	
	Through	1176	1	588	2335	1	**1168**
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	124		*North-South:*	190
			East-West:	702		*East-West:*	1168
			SUM:	826		*SUM:*	1358
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.953
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.480**			**0.853**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
6	North-South Street:	Highland Ave	East-West Street:	Camrose Dr / Milner Rd	
	Scenario:	Future with Project with Mitigation Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	30	1	30
	Left-Through		0			0	
	Through	2972	2	**996**	3290	2	**1105**
	Through-Right		1			1	
	Right	17	0	17	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	**16**	9	1	**9**
	Left-Through		0			0	
	Through	2876	2	964	2823	2	1007
	Through-Right		1			1	
	Right	17	0	17	198	0	198
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	0	**116**	139	0	**139**
	Left-Through		0			0	
	Through	2	0	139	3	0	164
	Through-Right		0			0	
	Right	21	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	21	0	21	19	0	19
	Left-Through		0			0	
	Through	38	0	**85**	10	0	**46**
	Through-Right		0			0	
	Right	26	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1012		*North-South:*	1114
			East-West:	201		*East-West:*	185
			SUM:	1213		*SUM:*	1299
VOLUME/CAPACITY *(V/C)* RATIO:				0.809			0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.709**			**0.766**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
7	North-South Street:	Cahuenga Blvd	East-West Street:	US-101 NB Off-ramp
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1131	2	**566**	2353	2	**1177**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	899	2	450	361	2	181
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	361	1	**197**	85	1	**84**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	32	0	197	83	0	84
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	566		*North-South:*	1177
			East-West:	197		*East-West:*	84
			SUM:	763		*SUM:*	1261
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.841
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.409**			**0.741**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
8	North-South Street:	La Brea Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	**33**	21	1	21
	Left-Through		0			0	
	Through	95	1	95	201	1	**201**
	Through-Right		0			0	
	Right	1006	2	0	524	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	75	0	**115**	85	0	131
	Through-Right		1			1	
	Right	40	0	0	46	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	9	1	9	88	1	88
	Left-Through		0			0	
	Through	251	2	**126**	180	2	90
	Through-Right		0			0	
	Right	69	1	53	109	1	**99**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1408	2	**774**	1106	2	**608**
	Left-Through		0			0	
	Through	113	1	113	135	1	135
	Through-Right		0			0	
	Right	44	1	44	56	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	148		*North-South:*	201
			East-West:	900		*East-West:*	707
			SUM:	1048		*SUM:*	908
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.637
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.537**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
9	North-South Street:	Outpost Dr	East-West Street:	Franklin Ave	
	Scenario:	Future with Project with Mitigation Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	0	124	68	0	68
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	325	0	**449**	71	0	**139**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	47	0	47	70	0	70
	Left-Through		1			1	
	Through	1272	1	**777**	1257	1	**839**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1230	1	637	1107	1	592
	Through-Right		1			1	
	Right	44	0	44	77	0	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	139
			East-West:	777		*East-West:*	839
			SUM:	1226		*SUM:*	978
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.717**			**0.552**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
10	North-South Street:	Orange Dr	East-West Street:	Franklin Ave	
	Scenario:	Future with Project with Mitigation Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	59	0	59
	Left-Through		0			0	
	Through	2	0	**99**	11	0	**308**
	Through-Right		0			0	
	Right	77	0	0	238	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	**4**	2	0	**2**
	Left-Through		0			0	
	Through	1	0	6	3	0	13
	Through-Right		0			0	
	Right	1	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	0	0	**0**
	Left-Through		1			1	
	Through	1294	0	664	911	0	468
	Through-Right		1			1	
	Right	21	0	664	25	0	468
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	0	52	80	0	80
	Left-Through		1			1	
	Through	1405	0	**862**	1251	0	**805**
	Through-Right		1			1	
	Right	6	0	862	38	0	805
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	103		*North-South:*	310
			East-West:	864		*East-West:*	805
			SUM:	967		*SUM:*	1115
VOLUME/CAPACITY *(V/C)* RATIO:				0.645			0.743
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.545**			**0.643**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
11	North-South Street:	Orchid Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**5**	3	0	3
	Left-Through		0			0	
	Through	4	0	33	11	0	**44**
	Through-Right		0			0	
	Right	24	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	20	0	**20**
	Left-Through		0			0	
	Through	3	0	**42**	1	0	50
	Through-Right		0			0	
	Right	25	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	20	0	**20**	18	0	**18**
	Left-Through		1			1	
	Through	1324	0	728	1076	0	601
	Through-Right		1			1	
	Right	12	0	728	18	0	601
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	0	9	15	0	15
	Left-Through		1			1	
	Through	1495	0	**776**	1308	0	**704**
	Through-Right		1			1	
	Right	2	0	776	9	0	704
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	47		*North-South:*	64
			East-West:	796		*East-West:*	722
			SUM:	843		*SUM:*	786
VOLUME/CAPACITY *(V/C)* RATIO:				0.562			0.524
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.462**			**0.424**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
12	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (South)
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		1	EB -- 0	WB --	1
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1813	2	611	2057	2	693
	Through-Right		1			1	
	Right	19	0	19	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2149	3	716	1941	3	647
	Through-Right		0			0	
	Right	1567	1	**1257**	1132	1	**836**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1238	1	**621**	1177	1	**593**
	Left-Through		1			1	
	Through	3	0	621	9	0	593
	Through-Right		0			0	
	Right	45	1	45	95	1	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	12	1	**12**	59	1	**59**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1257		*North-South:*	836
			East-West:	633		*East-West:*	652
			SUM:	1890		*SUM:*	1488
VOLUME/CAPACITY *(V/C)* RATIO:				1.260			0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.160**			**0.892**
LEVEL OF SERVICE (LOS):				**F**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
13	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (North)
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3054	3	**1018**	2713	3	**904**
	Through-Right		0			0	
	Right	144	1	0	270	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	199	1	**199**
	Left-Through		0			0	
	Through	2721	3	907	2697	3	899
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	923	2	**508**	540	2	297
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	175	1	70	643	1	**444**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1123		*North-South:*	1103
			East-West:	508		*East-West:*	444
			SUM:	1631		*SUM:*	1547
VOLUME/CAPACITY *(V/C)* RATIO:				1.145			1.086
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.045**			**0.986**
LEVEL OF SERVICE (LOS):				**F**			**E**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
14	North-South Street:	Whitley Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	68	0	68
	Left-Through		0			0	
	Through	11	0	**63**	27	0	**172**
	Through-Right		0			0	
	Right	43	0	0	77	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	35	0	**35**	30	0	**30**
	Left-Through		0			0	
	Through	16	0	80	15	0	69
	Through-Right		0			0	
	Right	29	0	0	24	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	16	0	**16**	12	0	**12**
	Left-Through		0			0	
	Through	351	0	367	432	0	461
	Through-Right		0			0	
	Right	0	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	47	0	47
	Left-Through		0			0	
	Through	1013	0	**1075**	888	0	**963**
	Through-Right		0			0	
	Right	12	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	98		*North-South:*	202
			East-West:	1091		*East-West:*	975
			SUM:	1189		*SUM:*	1177
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.693**			**0.685**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
15	North-South Street:	Wilcox Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	88	0	**88**
	Left-Through		0			0	
	Through	12	0	165	32	0	321
	Through-Right		0			0	
	Right	111	0	0	201	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	46	0	46
	Left-Through		0			0	
	Through	323	0	**629**	226	0	**470**
	Through-Right		0			0	
	Right	275	0	0	198	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	12	0	**12**
	Left-Through		0			0	
	Through	382	0	415	553	0	600
	Through-Right		0			0	
	Right	27	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	47	1	47
	Left-Through		0			0	
	Through	805	0	**842**	610	0	**646**
	Through-Right		1			1	
	Right	37	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	671		*North-South:*	558
			East-West:	848		*East-West:*	658
			SUM:	1519		*SUM:*	1216
VOLUME/CAPACITY *(V/C)* RATIO:				1.013			0.811
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.913**			**0.711**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
16	North-South Street:	Cahuenga Blvd	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

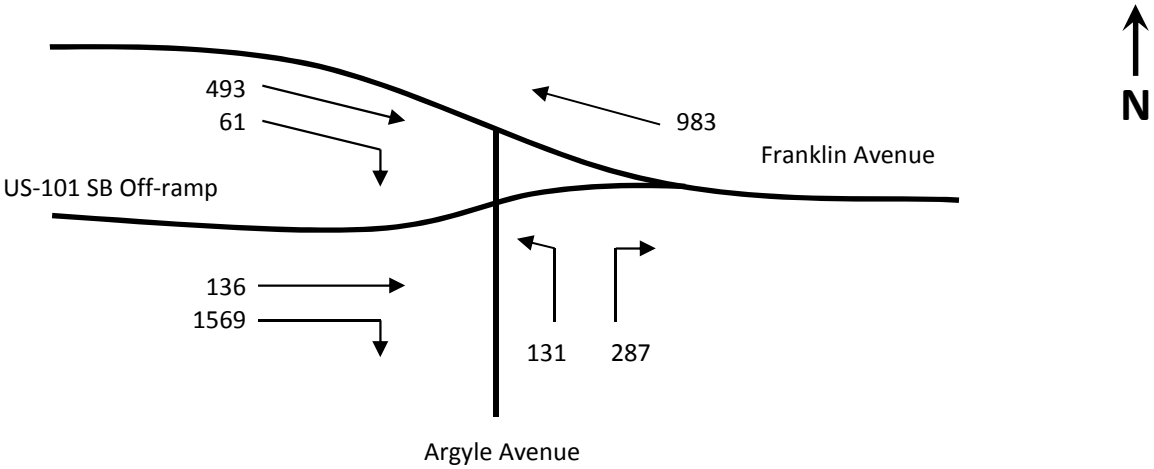
	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	48	1	48
	Left-Through		0			0	
	Through	868	2	434	1721	2	**861**
	Through-Right		0			0	
	Right	88	1	0	150	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	101	75	1	**75**
	Left-Through		0			0	
	Through	1537	2	**769**	795	2	398
	Through-Right		0			0	
	Right	109	1	38	51	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	188	1	**188**
	Left-Through		0			0	
	Through	347	0	388	530	1	298
	Through-Right		1			1	
	Right	41	0	0	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	212	1	212	86	1	86
	Left-Through		0			0	
	Through	827	1	**827**	543	1	**543**
	Through-Right		0			0	
	Right	169	1	119	529	1	492
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	806		*North-South:*	936
			East-West:	969		*East-West:*	731
			SUM:	1775		*SUM:*	1667
VOLUME/CAPACITY *(V/C)* RATIO:				1.183			1.111
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.083**			**1.011**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future with Project with Mitigation Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{983}{2} = 492$ or

Eastbound Through (Franklin): $\frac{493}{2} = 247$ or

Eastbound Through (US-101): 136

Critical Volume #1 (CV1): **492**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{131 + 287}{2} = \frac{418}{2} = 209$ or

Northbound Right: 287 or

Eastbound Right (Franklin): 61

Critical Volume #2 (CV2): **209**

Critical Volume: 492 + 209 = **701**

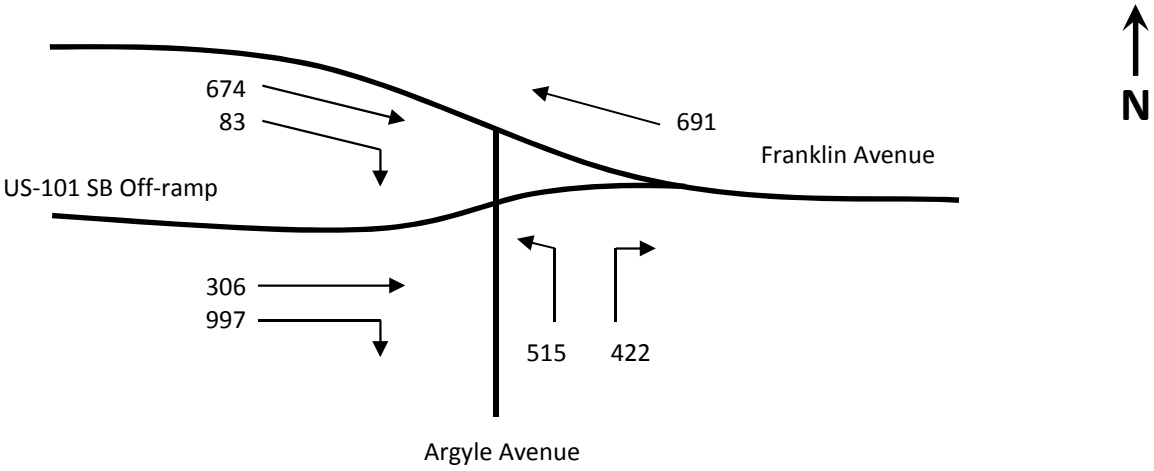
Intersection V/C: $\frac{701}{1500} =$ **0.467**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.367** **Intersection LOS:** **A**

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future with Project with Mitigation Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{691}{2} = 346$ or

Eastbound Through (Franklin): $\frac{674}{2} = 337$ or

Eastbound Through (US-101): 306

Critical Volume #1 (CV1): **346**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{515 + 422}{2} = \frac{937}{2} = 469$ or

Northbound Right: 422 or

Eastbound Right (Franklin): 83

Critical Volume #2 (CV2): **469**

Critical Volume: 346 + 469 = **815**

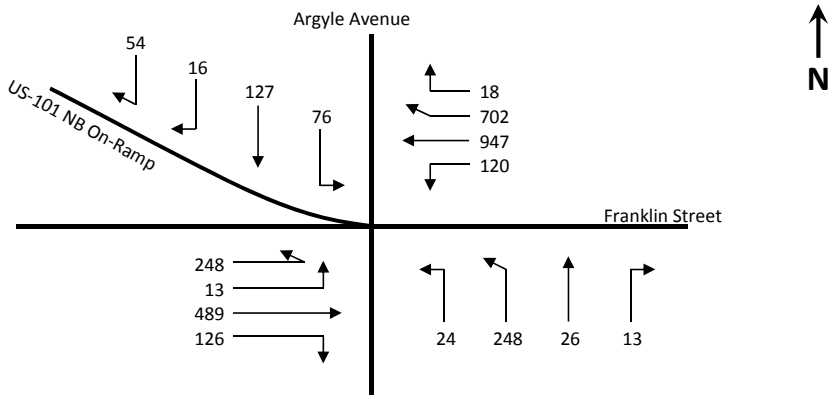
Intersection V/C: $\frac{815}{1500} =$ **0.543**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.443** **Intersection LOS:** **A**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future with Project with Mitigation Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

248 + 13 = 261 and

Westbound Throughs + Rights:

$$\frac{947 + \frac{702}{2} + 18}{} = \frac{1667}{2} = 834 \quad \text{or}$$

Westbound Rights: 702 + 18 = 720 or

Westbound Lefts: 120 and

Eastbound Throughs: $\frac{489}{2} = 245$ or

Eastbound Rights: 126

Critical Volume #1 (CV1): **1095**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{24 + \frac{248}{2} + 26}{} = \frac{298}{2} = 149 \quad \text{or}$$

Northbound Rights: 13 - 0.5*WBL = 0

Critical Volume #2 (CV2): **149**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 76 or

Southbound Throughs + Rights:

$$\frac{127 + \frac{16}{2} + 54}{} = \frac{197}{2} = 99 \quad \text{or}$$

Southbound Rights: 16 + 54 = 70

Critical Volume #3 (CV3): **99**

Critical Volume: 1095 + 149 + 99 = **1343**

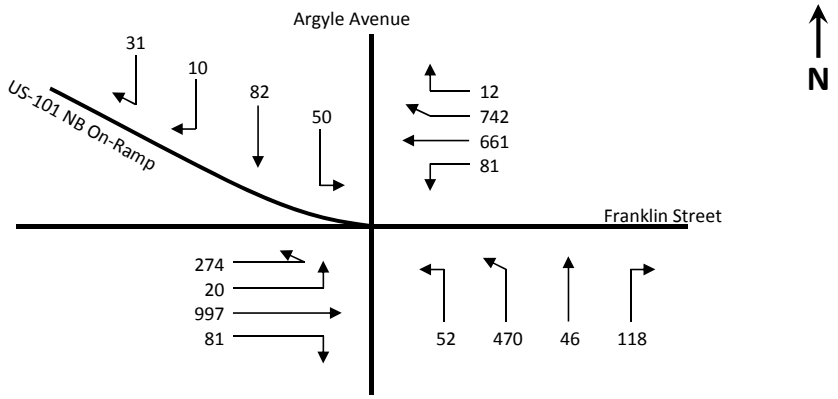
Intersection V/C: $\frac{1343}{1375} = \mathbf{0.977}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.877** **Intersection LOS:** **D**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future with Project with Mitigation Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

274 + 20 = 294 and

Westbound Throughs + Rights:

$$\frac{661 + 742}{2} + 12$$

$$= \frac{1415}{2} = 708 \quad \text{or}$$

Westbound Rights: 742 + 12 = 754 or

Westbound Lefts: 81 and

Eastbound Throughs: $\frac{997}{2} = 499$ or

Eastbound Rights: 81

Critical Volume #1 (CV1): **1048**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{52 + 470}{2} + 46 = \frac{568}{2} = 284 \quad \text{or}$$

Northbound Rights: 118 - 0.5*WBL = 77

Critical Volume #2 (CV2): **284**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 50 or

Southbound Throughs + Rights:

$$\frac{82 + 10}{2} + 31 = \frac{123}{2} = 62 \quad \text{or}$$

Southbound Rights: 10 + 31 = 41

Critical Volume #3 (CV3): **62**

Critical Volume: 1048 + 284 + 62 = **1394**

Intersection V/C: $\frac{1394}{1375} = \mathbf{1.014}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.914 **Intersection LOS: E**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
19	North-South Street:	Gower St	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	304	1	186	477	1	314
	Left-Through		1			1	
	Through	68	0	186	151	0	314
	Through-Right		0			0	
	Right	300	1	**194**	496	1	**434**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	21	0	21
	Left-Through		0			0	
	Through	160	0	**233**	101	0	**137**
	Through-Right		0			0	
	Right	54	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	16	1	16
	Left-Through		0			0	
	Through	527	1	295	1018	1	**536**
	Through-Right		1			1	
	Right	62	0	62	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	212	1	212	125	1	**125**
	Left-Through		0			0	
	Through	1325	1	**665**	986	1	503
	Through-Right		1			1	
	Right	5	0	5	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	427		*North-South:*	571
			East-West:	675		*East-West:*	661
			SUM:	1102		*SUM:*	1232
	VOLUME/CAPACITY *(V/C)* RATIO:			0.773			0.865
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.673**			**0.765**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
20	North-South Street:	Beachwood Dr	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	24	0	24
	Left-Through		0			0	
	Through	48	0	**93**	51	0	**102**
	Through-Right		0			0	
	Right	34	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	184	0	**184**	225	0	**225**
	Left-Through		1			1	
	Through	0	0	184	1	0	226
	Through-Right		0			0	
	Right	178	1	78	208	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	209	1	**209**
	Left-Through		0			0	
	Through	763	1	385	1230	1	617
	Through-Right		1			1	
	Right	6	0	6	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	3	5	1	5
	Left-Through		0			0	
	Through	1374	1	**747**	972	1	**577**
	Through-Right		1			1	
	Right	120	0	120	181	0	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	327
			East-West:	847		*East-West:*	786
			SUM:	1124		*SUM:*	1113
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.781
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.689**			**0.681**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
21	North-South Street:	Bronson Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	**35**	48	0	48
	Left-Through		0			0	
	Through	121	0	260	166	0	**458**
	Through-Right		0			0	
	Right	104	0	0	244	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	86	0	86	100	0	**100**
	Left-Through		0			0	
	Through	184	0	**370**	136	0	338
	Through-Right		0			0	
	Right	100	0	0	102	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	88	1	**88**	129	1	129
	Left-Through		0			0	
	Through	743	1	425	1209	1	**636**
	Through-Right		1			1	
	Right	106	0	106	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	195	1	195	125	1	**125**
	Left-Through		0			0	
	Through	1224	1	**640**	970	1	511
	Through-Right		1			1	
	Right	55	0	55	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	405		*North-South:*	558
			East-West:	728		*East-West:*	761
			SUM:	1133		*SUM:*	1319
VOLUME/CAPACITY *(V/C)* RATIO:				0.755			0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.655**			**0.779**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
22	North-South Street:	Wilton Pl	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	0	68	98	0	98
	Left-Through		0			0	
	Through	6	0	**146**	12	0	**209**
	Through-Right		0			0	
	Right	72	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	42	0	**42**	34	0	**34**
	Left-Through		0			0	
	Through	12	0	62	17	0	53
	Through-Right		0			0	
	Right	8	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	**8**	5	1	5
	Left-Through		0			0	
	Through	995	1	528	1602	1	**834**
	Through-Right		1			1	
	Right	60	0	60	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	178	131	1	**131**
	Left-Through		0			0	
	Through	1647	1	**828**	1211	1	609
	Through-Right		1			1	
	Right	8	0	8	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	188		*North-South:*	243
			East-West:	836		*East-West:*	965
			SUM:	1024		*SUM:*	1208
VOLUME/CAPACITY *(V/C)* RATIO:				0.683			0.805
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.583**			**0.705**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
23	North-South Street:	Western Ave	East-West Street:	Franklin Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		3	NB -- 0	SB --	3
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	164	1	**164**
	Left-Through		0			0	
	Through	410	1	239	820	1	477
	Through-Right		1			1	
	Right	68	0	68	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	48	1	48
	Left-Through		0			0	
	Through	1101	2	551	833	2	**417**
	Through-Right		0			0	
	Right	956	1	**602**	615	1	182
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	354	1	**354**	433	1	433
	Left-Through		0			0	
	Through	662	1	389	1150	1	**647**
	Through-Right		1			1	
	Right	116	0	116	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	107	1	107	86	1	**86**
	Left-Through		0			0	
	Through	802	1	**409**	564	1	291
	Through-Right		1			1	
	Right	15	0	15	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	697		*North-South:*	581
			East-West:	763		*East-West:*	733
			SUM:	1460		*SUM:*	1314
VOLUME/CAPACITY *(V/C)* RATIO:				1.025			0.922
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.925**			**0.822**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
24	North-South Street:	Highland Ave	East-West Street:	Johnny Grant Wy / Yucca St
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	**71**	85	1	**85**
	Left-Through		0			0	
	Through	1751	2	594	1870	2	635
	Through-Right		1			1	
	Right	31	0	31	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	34	1	34
	Left-Through		0			0	
	Through	2078	3	**693**	1886	3	**629**
	Through-Right		0			0	
	Right	224	1	208	128	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	**16**	139	1	**72**
	Left-Through		1			1	
	Through	2	0	16	5	0	72
	Through-Right		0			0	
	Right	53	1	18	108	1	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	51	1	**41**	78	1	**61**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	764		*North-South:*	714
			East-West:	57		*East-West:*	133
			SUM:	821		*SUM:*	847
VOLUME/CAPACITY *(V/C)* RATIO:				0.576			0.594
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.476**			**0.494**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
25	North-South Street:	Cahuenga Blvd	East-West Street:	Yucca St
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	38	1	38
	Left-Through		0			0	
	Through	851	1	447	1430	1	**744**
	Through-Right		1			1	
	Right	42	0	42	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	64	1	**64**
	Left-Through		0			0	
	Through	1670	2	**835**	826	2	413
	Through-Right		0			0	
	Right	34	1	34	33	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	0	58	145	0	**145**
	Left-Through		0			0	
	Through	33	0	**105**	62	0	226
	Through-Right		0			0	
	Right	14	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	98	1	**98**	46	1	46
	Left-Through		0			0	
	Through	66	1	66	81	1	81
	Through-Right		0			0	
	Right	95	1	62	295	1	**263**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	845		*North-South:*	808
			East-West:	203		*East-West:*	408
			SUM:	1048		*SUM:*	1216
	VOLUME/CAPACITY *(V/C)* RATIO:			0.699			0.811
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.599**			**0.711**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
26	North-South Street:	Ivar Ave	East-West Street:	Yucca St
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	145	0	145
	Left-Through		0			0	
	Through	3	0	**78**	15	0	**276**
	Through-Right		0			0	
	Right	45	0	0	116	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	**2**	1	0	**1**
	Left-Through		0			0	
	Through	11	0	22	1	0	5
	Through-Right		0			0	
	Right	9	0	0	3	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	9	1	9	11	1	**11**
	Left-Through		0			0	
	Through	97	1	**97**	177	1	177
	Through-Right		0			0	
	Right	50	1	50	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	347	1	**347**	45	1	45
	Left-Through		0			0	
	Through	212	1	212	336	1	**336**
	Through-Right		0			0	
	Right	11	1	11	17	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	80		*North-South:*	277
			East-West:	444		*East-West:*	347
			SUM:	524		*SUM:*	624
	VOLUME/CAPACITY *(V/C)* RATIO:			0.349			0.416
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.249**			**0.316**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
27	North-South Street:	Vine St	East-West Street:	Yucca St
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	254	1	**254**
	Left-Through		0			0	
	Through	423	1	303	875	1	576
	Through-Right		1			1	
	Right	182	0	182	277	0	277
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	105	41	1	41
	Left-Through		0			0	
	Through	1151	1	**753**	1017	1	**531**
	Through-Right		1			1	
	Right	355	0	355	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	54	1	54
	Left-Through		0			0	
	Through	70	1	**70**	155	1	**155**
	Through-Right		0			0	
	Right	64	1	20	86	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	**118**	111	1	**111**
	Left-Through		0			0	
	Through	151	1	80	91	1	52
	Through-Right		1			1	
	Right	8	0	8	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	842		*North-South:*	785
			East-West:	188		*East-West:*	266
			SUM:	1030		*SUM:*	1051
VOLUME/CAPACITY *(V/C)* RATIO:				0.687			0.701
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.601**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
28	North-South Street:	Argyle Ave	East-West Street:	Yucca St
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	**22**	43	0	43
	Left-Through		1			1	
	Through	176	0	104	493	0	**283**
	Through-Right		1			1	
	Right	9	0	104	29	0	283
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	3	10	0	**10**
	Left-Through		1			1	
	Through	195	0	**99**	96	0	58
	Through-Right		1			1	
	Right	3	1	0	4	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	172	1	**172**	295	1	**295**
	Left-Through		0			0	
	Through	30	1	30	98	1	98
	Through-Right		0			0	
	Right	133	1	133	82	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	13	1	13
	Left-Through		0			0	
	Through	177	0	**236**	104	0	**194**
	Through-Right		1			1	
	Right	59	0	0	90	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	121		*North-South:*	293
			East-West:	408		*East-West:*	489
			SUM:	529		*SUM:*	782
	VOLUME/CAPACITY *(V/C)* RATIO:			0.353			0.521
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.253**			**0.421**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
29	North-South Street:	Gower St	East-West Street:	Carlos Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	20	1	20
	Left-Through		0			0	
	Through	373	1	196	841	1	**429**
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	17	0	**17**
	Left-Through		1			1	
	Through	936	0	**507**	618	0	356
	Through-Right		1			1	
	Right	49	0	507	25	0	356
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	0	18	13	0	13
	Left-Through		0			0	
	Through	6	0	**63**	0	0	**45**
	Through-Right		0			0	
	Right	39	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	13	0	13
	Left-Through		0			0	
	Through	4	0	**71**	2	0	**75**
	Through-Right		0			0	
	Right	33	0	0	60	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	541		*North-South:*	446
			East-West:	134		*East-West:*	120
			SUM:	675		*SUM:*	566
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.397
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.374**			**0.297**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 30

PROJECT TITLE: Crossroads Hollywood
North-South Street: Laurel Canyon Blvd East-West Street: Hollywood Blvd
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	3	EB -- 2	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	697	1	**429**	1128	1	**661**
	Through-Right		1			1	
	Right	161	0	161	193	0	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	483	1	**483**	482	1	**482**
	Left-Through		0			0	
	Through	1510	1	776	1102	1	564
	Through-Right		1			1	
	Right	42	0	42	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	9	0	9	54	0	54
	Left-Through		0			0	
	Through	26	0	**36**	58	0	**116**
	Through-Right		0			0	
	Right	1	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	514	2	0	559	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	912		*North-South:*	1143
			East-West:	36		*East-West:*	116
			SUM:	948		*SUM:*	1259
VOLUME/CAPACITY *(V/C)* RATIO:				0.665			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.565**			**0.784**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
31	North-South Street:	Fairfax Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	1	**196**	395	1	**395**
	Left-Through		0			0	
	Through	24	1	24	39	1	39
	Through-Right		0			0	
	Right	535	1	0	824	1	223
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	3	0	3
	Left-Through		0			0	
	Through	34	0	**49**	23	0	**28**
	Through-Right		0			0	
	Right	5	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	11	1	11
	Left-Through		0			0	
	Through	440	1	440	672	1	**439**
	Through-Right		1			1	
	Right	663	0	**565**	206	0	206
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	834	1	**834**	601	1	**601**
	Left-Through		0			0	
	Through	747	1	378	524	1	266
	Through-Right		1			1	
	Right	8	0	8	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	245		*North-South:*	423
			East-West:	1399		*East-West:*	1040
			SUM:	1644		*SUM:*	1463
VOLUME/CAPACITY *(V/C)* RATIO:				1.154			1.027
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.054**			**0.927**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
32	North-South Street:	Nichols Canyon Rd / G	East-West Street:	Hollywood Blvd	
	Scenario:	Future with Project with Mitigation Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	21	0	21
	Left-Through		0			0	
	Through	15	0	46	178	0	**255**
	Through-Right		0			0	
	Right	25	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	88	0	88	47	0	**47**
	Left-Through		0			0	
	Through	181	0	**527**	35	0	135
	Through-Right		0			0	
	Right	258	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	167	1	**167**
	Left-Through		0			0	
	Through	1000	1	506	1367	1	691
	Through-Right		1			1	
	Right	11	0	11	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	1	34	23	1	23
	Left-Through		0			0	
	Through	1394	1	**721**	1103	1	**580**
	Through-Right		1			1	
	Right	47	0	47	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	302
			East-West:	762		*East-West:*	747
			SUM:	1295		*SUM:*	1049
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.699
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.763**			**0.599**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gardner St **East-West Street:** Hollywood Blvd
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	50	0	50
	Left-Through		0			0	
	Through	41	0	**132**	92	0	**207**
	Through-Right		0			0	
	Right	59	0	0	65	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	8	0	**8**	6	0	**6**
	Left-Through		0			0	
	Through	38	0	91	25	0	62
	Through-Right		0			0	
	Right	45	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	57	1	57
	Left-Through		0			0	
	Through	1010	1	531	1423	1	**721**
	Through-Right		1			1	
	Right	51	0	51	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	62	1	**62**
	Left-Through		0			0	
	Through	1659	1	**833**	1158	1	582
	Through-Right		1			1	
	Right	7	0	7	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	140		*North-South:*	213
			East-West:	848		*East-West:*	783
			SUM:	988		*SUM:*	996
	VOLUME/CAPACITY *(V/C)* RATIO:			0.659			0.664
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.559**			**0.564**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
34	North-South Street:	Fuller Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	**23**	46	0	46
	Left-Through		0			0	
	Through	57	0	119	173	0	**263**
	Through-Right		0			0	
	Right	39	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	33	32	0	**32**
	Left-Through		0			0	
	Through	65	0	**227**	69	0	163
	Through-Right		0			0	
	Right	129	0	0	62	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	183	1	**183**
	Left-Through		0			0	
	Through	961	1	499	1249	1	642
	Through-Right		1			1	
	Right	36	0	36	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	36	1	36
	Left-Through		0			0	
	Through	1646	2	**823**	1156	2	**578**
	Through-Right		0			0	
	Right	45	1	45	41	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	250		*North-South:*	295
			East-West:	867		*East-West:*	761
			SUM:	1117		*SUM:*	1056
VOLUME/CAPACITY *(V/C)* RATIO:				0.745			0.704
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.645**			**0.604**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
35	North-South Street:	La Brea Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --		0	NB -- 1	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	**78**	93	1	**93**
	Left-Through		0			0	
	Through	685	2	343	684	2	342
	Through-Right		0			0	
	Right	168	1	0	300	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	54	1	54
	Left-Through		0			0	
	Through	810	1	**801**	641	1	**605**
	Through-Right		1			1	
	Right	792	0	792	569	0	569
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	426	1	**426**	458	1	**458**
	Left-Through		0			0	
	Through	564	1	355	830	1	476
	Through-Right		1			1	
	Right	145	0	145	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	276	1	276	255	1	255
	Left-Through		0			0	
	Through	887	1	**458**	577	1	**321**
	Through-Right		1			1	
	Right	29	0	29	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	879		*North-South:*	698
			East-West:	884		*East-West:*	779
			SUM:	1763		*SUM:*	1477
VOLUME/CAPACITY *(V/C)* RATIO:				1.237			1.036
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.137**			**0.936**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
36	North-South Street:	Orange Dr	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	62	0	62
	Left-Through		1			1	
	Through	25	0	**51**	40	0	**102**
	Through-Right		0			0	
	Right	79	1	45	104	1	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	44	0	44
	Left-Through		1			1	
	Through	17	0	**31**	23	0	**67**
	Through-Right		0			0	
	Right	29	1	6	119	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	162	1	162
	Left-Through		0			0	
	Through	773	1	407	936	1	**509**
	Through-Right		1			1	
	Right	41	0	41	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	70	1	**70**
	Left-Through		0			0	
	Through	1149	1	**596**	743	1	411
	Through-Right		1			1	
	Right	42	0	42	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	82		*North-South:*	169
			East-West:	643		*East-West:*	579
			SUM:	725		*SUM:*	748
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.544
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.427**			**0.444**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
37	North-South Street:	Highland Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	64	1	64
	Left-Through		0			0	
	Through	1673	2	585	1701	2	**591**
	Through-Right		1			1	
	Right	81	0	81	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	73	134	1	**134**
	Left-Through		0			0	
	Through	1883	2	**691**	1728	2	628
	Through-Right		1			1	
	Right	190	0	190	156	0	156
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	1	**213**	181	1	**181**
	Left-Through		0			0	
	Through	569	2	285	723	2	362
	Through-Right		0			0	
	Right	54	1	12	106	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	164	1	164
	Left-Through		0			0	
	Through	1044	2	**522**	730	2	**365**
	Through-Right		0			0	
	Right	55	1	0	121	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	733		*North-South:*	725
			East-West:	735		*East-West:*	546
			SUM:	1468		*SUM:*	1271
VOLUME/CAPACITY *(V/C)* RATIO:				1.068			0.924
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.968**			**0.824**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
38	North-South Street:	Las Palmas Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	21	48	0	48
	Left-Through		0			0	
	Through	85	0	**183**	378	0	**523**
	Through-Right		0			0	
	Right	77	0	0	97	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	39	0	**39**	58	0	**58**
	Left-Through		0			0	
	Through	77	0	180	87	0	198
	Through-Right		0			0	
	Right	64	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	76	1	76
	Left-Through		0			0	
	Through	642	1	334	883	1	**464**
	Through-Right		1			1	
	Right	26	0	26	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	253	1	253	115	1	**115**
	Left-Through		0			0	
	Through	1216	1	**628**	892	1	475
	Through-Right		1			1	
	Right	39	0	39	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	222		*North-South:*	581
			East-West:	680		*East-West:*	579
			SUM:	902		*SUM:*	1160
	VOLUME/CAPACITY *(V/C)* RATIO:			0.601			0.773
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.501**			**0.673**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 39

PROJECT TITLE: Crossroads Hollywood
North-South Street: Cherokee Ave **East-West Street:** Hollywood Blvd
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	0	23	28	0	28
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	63	0	**86**	43	0	**71**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	13	1	**13**	107	1	**107**
	Left-Through		0			0	
	Through	786	2	393	1115	2	558
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1538	1	**785**	978	1	**546**
	Through-Right		1			1	
	Right	31	0	31	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	86		*North-South:*	71
			East-West:	798		*East-West:*	653
			SUM:	884		*SUM:*	724
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.483
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.489**			**0.383**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
40	North-South Street:	Whitley Ave	East-West Street:	Hollywood Blvd	
	Scenario:	Future with Project with Mitigation Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	15	0	15
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	94	0	**125**	61	0	**76**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	25	1	**25**	106	1	**106**
	Left-Through		0			0	
	Through	754	2	377	1073	2	537
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1448	1	**724**	1026	1	**557**
	Through-Right		1			1	
	Right	-1	0	-1	87	0	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	125		*North-South:*	76
			East-West:	749		*East-West:*	663
			SUM:	874		*SUM:*	739
	VOLUME/CAPACITY *(V/C)* RATIO:			0.583			0.493
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.483**			**0.393**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
41	North-South Street:	Wilcox Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	57	1	57
	Left-Through		0			0	
	Through	125	0	159	386	0	**504**
	Through-Right		1			1	
	Right	34	0	0	118	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	22	0	**22**
	Left-Through		0			0	
	Through	256	0	**392**	214	0	278
	Through-Right		0			0	
	Right	116	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	102	1	**102**
	Left-Through		0			0	
	Through	703	1	371	964	1	506
	Through-Right		1			1	
	Right	39	0	39	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	146	64	1	64
	Left-Through		0			0	
	Through	1382	1	**699**	979	1	**514**
	Through-Right		1			1	
	Right	15	0	15	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	397		*North-South:*	526
			East-West:	735		*East-West:*	616
			SUM:	1132		*SUM:*	1142
	VOLUME/CAPACITY *(V/C)* RATIO:			0.755			0.761
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.655**			**0.661**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
42	North-South Street:	Cahuenga Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	12	0	0
	Left-Through		1			0	
	Through	761	0	458	1002	1	**555**
	Through-Right		1			1	
	Right	34	0	458	107	0	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	0	36	13	0	**0**
	Left-Through		1			0	
	Through	1386	0	**940**	964	1	538
	Through-Right		1			1	
	Right	350	0	940	111	0	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	71	1	71
	Left-Through		0			0	
	Through	699	1	371	1094	1	**565**
	Through-Right		1			1	
	Right	42	0	42	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	50	1	**50**
	Left-Through		0			0	
	Through	1134	2	**567**	1053	2	527
	Through-Right		0			0	
	Right	43	1	43	98	1	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	960		*North-South:*	555
			East-West:	612		*East-West:*	615
			SUM:	1572		*SUM:*	1170
VOLUME/CAPACITY *(V/C)* RATIO:				1.048			0.780
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.948**			**0.680**
LEVEL OF SERVICE (LOS):				**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 43

PROJECT TITLE: Crossroads Hollywood
North-South Street: Ivar Ave **East-West Street:** Hollywood Blvd
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	31	0	31
	Left-Through		0			0	
	Through	60	0	109	224	0	**367**
	Through-Right		0			0	
	Right	40	0	0	112	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	12	0	12	11	0	**11**
	Left-Through		0			0	
	Through	248	0	**394**	47	0	76
	Through-Right		0			0	
	Right	134	0	0	18	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	1	**19**	28	1	28
	Left-Through		0			0	
	Through	742	1	382	1106	1	**568**
	Through-Right		1			1	
	Right	21	0	21	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	54	1	**54**
	Left-Through		0			0	
	Through	1234	1	**639**	1038	1	538
	Through-Right		1			1	
	Right	44	0	44	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	403		*North-South:*	378
			East-West:	658		*East-West:*	622
			SUM:	1061		*SUM:*	1000
	VOLUME/CAPACITY *(V/C)* RATIO:			0.707			0.667
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.607**			**0.567**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
44	North-South Street:	Vine St	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	134	1	134
	Left-Through		0			0	
	Through	640	2	320	1223	2	**612**
	Through-Right		0			0	
	Right	187	1	132	238	1	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	108	1	**108**
	Left-Through		0			0	
	Through	1136	1	**625**	945	1	518
	Through-Right		1			1	
	Right	113	0	113	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	81	1	81
	Left-Through		0			0	
	Through	661	2	331	1093	2	**547**
	Through-Right		0			0	
	Right	17	1	0	19	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	90	1	**90**
	Left-Through		0			0	
	Through	1174	1	**607**	968	1	546
	Through-Right		1			1	
	Right	39	0	39	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	722		*North-South:*	720
			East-West:	656		*East-West:*	637
			SUM:	1378		*SUM:*	1357
VOLUME/CAPACITY *(V/C)* RATIO:				0.967			0.952
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.867**			**0.852**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 45

PROJECT TITLE: Crossroads Hollywood
North-South Street: Argyle Ave **East-West Street:** Hollywood Blvd
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	**33**	40	1	40
	Left-Through		0			0	
	Through	104	1	104	322	1	**322**
	Through-Right		0			0	
	Right	48	1	0	63	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	57	1	**57**
	Left-Through		0			0	
	Through	239	1	**239**	135	1	135
	Through-Right		0			0	
	Right	29	1	0	47	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	122	1	**122**
	Left-Through		0			0	
	Through	679	2	340	1256	2	628
	Through-Right		0			0	
	Right	132	1	116	178	1	158
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	204	1	204	85	1	85
	Left-Through		0			0	
	Through	1292	1	**691**	995	1	**596**
	Through-Right		1			1	
	Right	89	0	89	196	0	196
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	272		*North-South:*	379
			East-West:	761		*East-West:*	718
			SUM:	1033		*SUM:*	1097
	VOLUME/CAPACITY *(V/C)* RATIO:			0.689			0.731
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.589**			**0.631**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
46	North-South Street:	Gower St	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	83	1	**83**
	Left-Through		0			0	
	Through	340	1	224	676	1	421
	Through-Right		1			1	
	Right	107	0	107	165	0	165
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	50	1	50
	Left-Through		0			0	
	Through	499	1	**499**	439	1	**439**
	Through-Right		0			0	
	Right	416	1	394	156	1	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	95	1	95
	Left-Through		0			0	
	Through	713	1	376	1218	1	**645**
	Through-Right		1			1	
	Right	38	0	38	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	116	111	1	**111**
	Left-Through		0			0	
	Through	1396	1	**712**	1037	1	558
	Through-Right		1			1	
	Right	27	0	27	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	556		*North-South:*	522
			East-West:	757		*East-West:*	756
			SUM:	1313		*SUM:*	1278
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.852
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.775**			**0.752**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47

PROJECT TITLE: Crossroads Hollywood
North-South Street: Bronson Ave East-West Street: Hollywood Blvd
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	**49**	103	1	103
	Left-Through		0			0	
	Through	144	1	144	347	1	**347**
	Through-Right		0			0	
	Right	166	1	49	231	1	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	106	81	1	**81**
	Left-Through		0			0	
	Through	334	0	**433**	204	0	290
	Through-Right		1			1	
	Right	99	0	0	86	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	80	1	80
	Left-Through		0			0	
	Through	718	1	402	1325	1	**695**
	Through-Right		1			1	
	Right	85	0	85	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	235	110	1	**110**
	Left-Through		0			0	
	Through	1328	1	**685**	888	1	474
	Through-Right		1			1	
	Right	42	0	42	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	428
			East-West:	711		*East-West:*	805
			SUM:	1193		*SUM:*	1233
VOLUME/CAPACITY *(V/C)* RATIO:				0.795			0.822
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.695**			**0.722**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
48	North-South Street:	US-101 SB Ramps	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

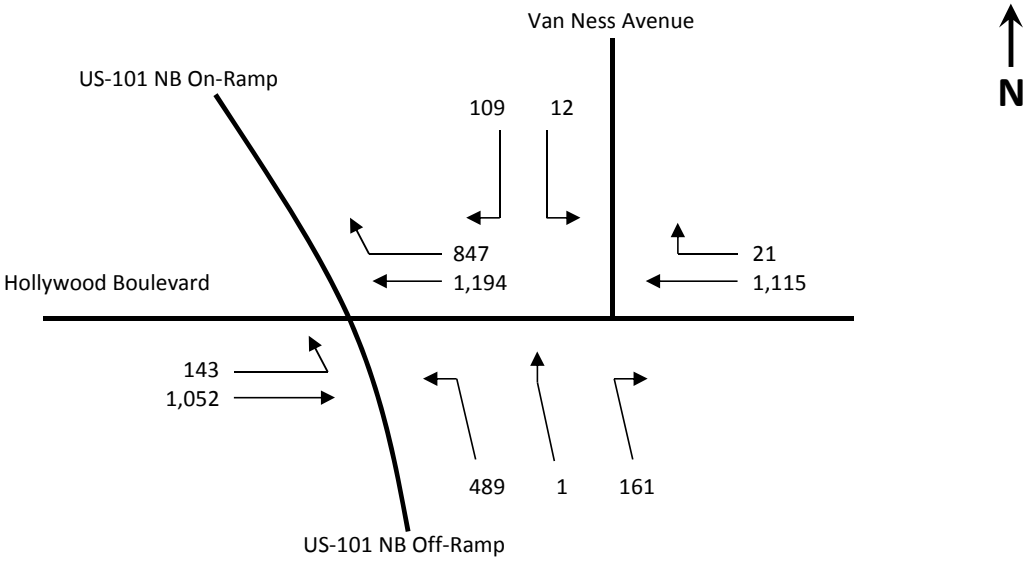
	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	550	1	404	580	1	362
	Left-Through		0			0	
	Through	4	0	**404**	14	0	**362**
	Through-Right		0			0	
	Right	253	0	0	129	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	625	2	313	1193	2	**597**
	Through-Right		0			0	
	Right	272	1	272	403	1	403
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	64	1	**64**
	Left-Through		0			0	
	Through	1580	2	**790**	1266	2	633
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	404		*North-South:*	362
			East-West:	790		*East-West:*	661
			SUM:	1194		*SUM:*	1023
VOLUME/CAPACITY *(V/C)* RATIO:				0.838			0.718
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.738**			**0.618**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future with Project with Mitigation Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	143			and
Westbound Throughs:	1,194 / 2	=	597	or
Westbound Rights:	847			or
Eastbound Throughs:	1,052 / 2	=	526	
Critical Volume #1 (CV1):	**990**			

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	489	*	0.55	=	269	or
Northbound Throughs + Rights:	1	+	161	=	162	
Critical Volume #2 (CV2):	**269**					

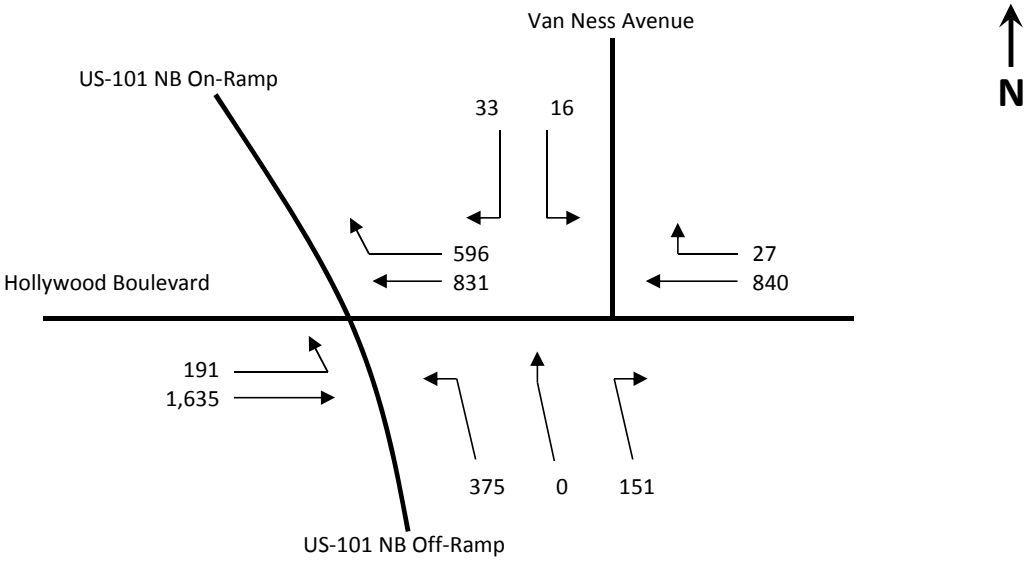
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	12	or
Southbound Rights:	109	
Critical Volume #3 (CV3):	**109**	

Critical Volume:	990	+	269	+	109	= **1,368**
Intersection V/C:	1,368 / 1,425	=	**0.96**			
ATSAC/ATCS Credit:	0.10					
Final intersection V/C:	**0.860**			**Intersection LOS:**		**D**

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future with Project with Mitigation Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	191			and	
Westbound Throughs:	831 / 2	=	416	or	
Westbound Rights:	596				or
Eastbound Throughs:	1,635 / 2	=	818		
Critical Volume #1 (CV1):	**818**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	375	*	0.55	=	206	or	
Northbound Throughs + Rights:	0	+	151	=	151		
Critical Volume #2 (CV2):	**206**						

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	16	or
Southbound Rights:	33	
Critical Volume #3 (CV3):	**33**	

Critical Volume:	818	+	206	+	33	=	**1,057**
Intersection V/C:	1,057 / 1,425	=	**0.742**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.642**				**Intersection LOS:**		**B**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
50	North-South Street:	Wilton Pl	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	0	370	357	0	357
	Left-Through		1			1	
	Through	65	0	**435**	186	0	**543**
	Through-Right		0			0	
	Right	49	1	7	167	1	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	0	16	23	0	23
	Left-Through		0			0	
	Through	199	0	**266**	162	0	**217**
	Through-Right		0			0	
	Right	51	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	45	1	45
	Left-Through		0			0	
	Through	947	2	474	1311	2	**656**
	Through-Right		0			0	
	Right	169	1	0	187	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	1	85	57	1	**57**
	Left-Through		0			0	
	Through	1368	1	**693**	1143	1	588
	Through-Right		1			1	
	Right	18	0	18	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	701		*North-South:*	760
			East-West:	725		*East-West:*	713
			SUM:	1426		*SUM:*	1473
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			1.034
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.901**			**0.934**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
51	North-South Street:	Western Ave	East-West Street:	Hollywood Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	**144**	131	1	**131**
	Left-Through		0			0	
	Through	464	2	232	862	2	431
	Through-Right		0			0	
	Right	90	1	0	102	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	113	1	113
	Left-Through		0			0	
	Through	960	1	**606**	829	1	**492**
	Through-Right		1			1	
	Right	252	0	252	155	0	155
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	1	**129**	234	1	234
	Left-Through		0			0	
	Through	826	1	447	1126	1	**613**
	Through-Right		1			1	
	Right	67	0	67	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	149	1	**149**
	Left-Through		0			0	
	Through	965	2	**483**	905	2	453
	Through-Right		0			0	
	Right	29	1	0	78	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	750		*North-South:*	623
			East-West:	612		*East-West:*	762
			SUM:	1362		*SUM:*	1385
VOLUME/CAPACITY *(V/C)* RATIO:				0.991			1.007
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.891**			**0.907**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
52	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (North)
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	**3**	18	1	18
	Left-Through		0			0	
	Through	929	1	516	1043	1	**583**
	Through-Right		1			1	
	Right	102	0	102	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	31	1	**31**
	Left-Through		0			0	
	Through	1169	2	**585**	1011	2	506
	Through-Right		0			0	
	Right	2	1	2	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	**17**	0	0	**0**
	Left-Through		1			1	
	Through	0	0	17	1	0	1
	Through-Right		0			0	
	Right	14	1	13	16	1	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	161	0	161	196	0	196
	Left-Through		0			0	
	Through	1	0	**216**	0	0	**243**
	Through-Right		0			0	
	Right	54	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	588		*North-South:*	614
			East-West:	233		*East-West:*	243
			SUM:	821		*SUM:*	857
VOLUME/CAPACITY *(V/C)* RATIO:				0.547			0.571
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**			**0.471**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
53	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (South)
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	41	1	**41**
	Left-Through		0			0	
	Through	930	2	465	1076	2	538
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1220	1	**671**	1084	1	**604**
	Through-Right		1			1	
	Right	122	0	122	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	0	110	123	0	123
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	121	0	**231**	125	0	**248**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	750		*North-South:*	645
			East-West:	231		*East-West:*	248
			SUM:	981		*SUM:*	893
VOLUME/CAPACITY *(V/C)* RATIO:				0.654			0.595
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.554**			**0.495**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 54

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave **East-West Street:** Selma Ave
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
		EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1691	2	**607**	1670	2	**613**
	Through-Right		1			1	
	Right	131	0	131	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	156	1	**156**
	Left-Through		0			0	
	Through	2037	2	679	1835	2	612
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	214	0	214	77	0	77
	Left-Through		0			0	
	Through	0	0	**320**	0	0	**193**
	Through-Right		0			0	
	Right	106	0	0	116	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	681		*North-South:*	769
			East-West:	320		*East-West:*	193
			SUM:	1001		*SUM:*	962
	VOLUME/CAPACITY *(V/C)* RATIO:			0.667			0.641
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.567**			**0.541**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
55	North-South Street:	Wilcox Ave	East-West Street:	Selma Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	32	1	32
	Left-Through		0			0	
	Through	170	0	189	433	0	**480**
	Through-Right		1			1	
	Right	19	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	8	1	8	39	1	**39**
	Left-Through		0			0	
	Through	350	0	**424**	266	0	324
	Through-Right		1			1	
	Right	74	0	0	58	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	16	0	16	65	0	65
	Left-Through		0			0	
	Through	134	0	**177**	289	0	**417**
	Through-Right		0			0	
	Right	27	0	0	63	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	35	0	**35**	45	0	**45**
	Left-Through		0			0	
	Through	100	0	151	157	0	228
	Through-Right		0			0	
	Right	16	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	519
			East-West:	212		*East-West:*	462
			SUM:	680		*SUM:*	981
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.654
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.353**			**0.554**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
56	North-South Street:	Cahuenga Blvd	East-West Street:	Selma Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	**19**	0	0	0
	Left-Through		1			0	
	Through	775	0	461	1248	1	**650**
	Through-Right		1			1	
	Right	32	0	461	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	0	26	0	0	**0**
	Left-Through		1			0	
	Through	1292	0	**752**	787	1	454
	Through-Right		1			1	
	Right	108	0	752	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	0	53	133	0	133
	Left-Through		0			0	
	Through	82	0	**168**	170	0	**383**
	Through-Right		0			0	
	Right	33	0	0	80	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	9	0	**9**	36	0	**36**
	Left-Through		0			0	
	Through	49	0	69	100	0	183
	Through-Right		0			0	
	Right	11	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	771		*North-South:*	650
			East-West:	177		*East-West:*	419
			SUM:	948		*SUM:*	1069
VOLUME/CAPACITY *(V/C)* RATIO:				0.632			0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.532**			**0.613**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
57	North-South Street:	Vine St	East-West Street:	Selma Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	71	1	71
	Left-Through		0			0	
	Through	806	2	403	1318	2	**659**
	Through-Right		0			0	
	Right	102	1	58	118	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	70	1	**70**
	Left-Through		0			0	
	Through	1415	1	**745**	1054	1	576
	Through-Right		1			1	
	Right	75	0	75	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	102	1	102
	Left-Through		0			0	
	Through	78	0	168	229	0	**333**
	Through-Right		1			1	
	Right	90	0	0	104	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	54	1	**54**
	Left-Through		0			0	
	Through	118	0	**270**	128	0	201
	Through-Right		1			1	
	Right	152	0	0	73	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	807		*North-South:*	729
			East-West:	329		*East-West:*	387
			SUM:	1136		*SUM:*	1116
	VOLUME/CAPACITY *(V/C)* RATIO:			0.757			0.744
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.657**			**0.644**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
58	North-South Street:	Crescent Heights Blvd	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB* -- 0	*SB* --	0	*NB* -- 0	*SB* --	0
	EB -- 0	*WB* --	0	*EB* -- 0	*WB* --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	111	1	111
	Left-Through		0			0	
	Through	633	2	317	863	2	**432**
	Through-Right		0			0	
	Right	138	1	35	335	1	237
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	48	104	1	**104**
	Left-Through		0			0	
	Through	1013	1	**563**	690	1	399
	Through-Right		1			1	
	Right	112	0	112	107	0	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	211	1	**211**	315	1	**315**
	Left-Through		0			0	
	Through	1126	3	375	1707	3	569
	Through-Right		0			0	
	Right	75	1	52	93	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	207	196	1	196
	Left-Through		0			0	
	Through	1393	2	**477**	1429	2	**501**
	Through-Right		1			1	
	Right	39	0	39	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	609		*North-South:*	536
			East-West:	688		*East-West:*	816
			SUM:	1297		*SUM:*	1352
VOLUME/CAPACITY *(V/C)* RATIO:				0.943			0.983
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.843**			**0.883**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
59	North-South Street:	Fairfax Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	130	1	130
	Left-Through		0			0	
	Through	510	2	255	1006	2	**503**
	Through-Right		0			0	
	Right	196	1	0	219	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	78	1	**78**
	Left-Through		0			0	
	Through	833	2	**417**	648	2	324
	Through-Right		0			0	
	Right	293	1	222	148	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	143	1	143	276	1	276
	Left-Through		0			0	
	Through	1058	2	**385**	1629	2	**571**
	Through-Right		1			1	
	Right	96	0	96	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	288	1	**288**	218	1	**218**
	Left-Through		0			0	
	Through	1344	2	460	1359	2	477
	Through-Right		1			1	
	Right	36	0	36	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	581
			East-West:	673		*East-West:*	789
			SUM:	1190		*SUM:*	1370
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.996
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.765**			**0.896**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
60	North-South Street:	Gardner St	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	63	0	63
	Left-Through		0			0	
	Through	191	0	272	259	0	**441**
	Through-Right		0			0	
	Right	51	0	0	119	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	41	0	**41**
	Left-Through		0			0	
	Through	194	0	**285**	137	0	215
	Through-Right		0			0	
	Right	60	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	63	1	**63**	71	1	71
	Left-Through		0			0	
	Through	1367	2	475	1852	2	**642**
	Through-Right		1			1	
	Right	58	0	58	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	57	1	**57**
	Left-Through		0			0	
	Through	1622	2	**557**	1630	2	557
	Through-Right		1			1	
	Right	49	0	49	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	315		*North-South:*	482
			East-West:	620		*East-West:*	699
			SUM:	935		*SUM:*	1181
	VOLUME/CAPACITY *(V/C)* RATIO:			0.623			0.787
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.523**			**0.687**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
61	North-South Street:	Poinsettia Pl (West)	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	55	0	55
	Left-Through		0			0	
	Through	17	0	**95**	45	0	**165**
	Through-Right		0			0	
	Right	46	0	0	65	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	**14**	18	0	**18**
	Left-Through		0			0	
	Through	16	0	48	17	0	68
	Through-Right		0			0	
	Right	18	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	12	1	**12**	16	1	16
	Left-Through		0			0	
	Through	1421	2	479	1956	2	**661**
	Through-Right		1			1	
	Right	16	0	16	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	28	1	28	40	1	**40**
	Left-Through		0			0	
	Through	1698	2	**580**	1656	2	565
	Through-Right		1			1	
	Right	42	0	42	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	109		*North-South:*	183
			East-West:	592		*East-West:*	701
			SUM:	701		*SUM:*	884
VOLUME/CAPACITY *(V/C)* RATIO:				0.467			0.589
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.367**			**0.489**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
62	North-South Street:	Poinsettia Pl (East)	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**3**	2	0	**2**
	Left-Through		0			0	
	Through	0	0	15	5	0	21
	Through-Right		0			0	
	Right	12	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	102	0	102	72	0	72
	Left-Through		0			0	
	Through	0	0	**162**	3	0	**131**
	Through-Right		0			0	
	Right	60	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	12	1	**12**	41	1	41
	Left-Through		0			0	
	Through	1469	2	490	1997	2	**666**
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	5	1	**5**
	Left-Through		0			0	
	Through	1703	2	**582**	1677	2	579
	Through-Right		1			1	
	Right	43	0	43	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	165		*North-South:*	133
			East-West:	594		*East-West:*	671
			SUM:	759		*SUM:*	804
VOLUME/CAPACITY *(V/C)* RATIO:				0.506			0.536
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.406**			**0.436**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
63	North-South Street:	La Brea Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	**139**	241	1	241
	Left-Through		0			0	
	Through	750	2	375	864	2	**432**
	Through-Right		0			0	
	Right	216	1	0	311	1	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	157	1	**157**
	Left-Through		0			0	
	Through	950	2	**379**	874	2	347
	Through-Right		1			1	
	Right	188	0	188	166	0	166
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	199	223	1	223
	Left-Through		0			0	
	Through	1213	2	**449**	1725	2	**616**
	Through-Right		1			1	
	Right	134	0	134	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	271	1	**271**	244	1	**244**
	Left-Through		0			0	
	Through	1467	2	502	1359	2	487
	Through-Right		1			1	
	Right	38	0	38	101	0	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	589
			East-West:	720		*East-West:*	860
			SUM:	1238		*SUM:*	1449
VOLUME/CAPACITY *(V/C)* RATIO:				0.900			1.054
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.800**			**0.954**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
64	North-South Street:	Orange Dr	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	15	0	15
	Left-Through		0			0	
	Through	70	0	122	138	0	**234**
	Through-Right		0			0	
	Right	40	0	0	81	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	41	0	41	73	0	**73**
	Left-Through		0			0	
	Through	56	0	**162**	67	0	209
	Through-Right		0			0	
	Right	65	0	0	69	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	89	1	**89**
	Left-Through		0			0	
	Through	1200	2	409	1660	2	563
	Through-Right		1			1	
	Right	28	0	28	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	50	1	50
	Left-Through		0			0	
	Through	1651	2	**594**	1651	2	**590**
	Through-Right		1			1	
	Right	130	0	130	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	174		*North-South:*	307
			East-West:	612		*East-West:*	679
			SUM:	786		*SUM:*	986
VOLUME/CAPACITY *(V/C)* RATIO:				0.524			0.657
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.424**			**0.557**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
65	North-South Street:	Highland Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	79	1	**79**
	Left-Through		0			0	
	Through	1288	2	475	1277	2	463
	Through-Right		1			1	
	Right	138	0	138	111	0	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	99	139	1	139
	Left-Through		0			0	
	Through	1790	2	**708**	1472	2	**618**
	Through-Right		1			1	
	Right	333	0	333	382	0	382
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	366	1	**366**	360	1	**360**
	Left-Through		0			0	
	Through	1232	2	444	1624	2	569
	Through-Right		1			1	
	Right	99	0	99	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	265	1	265	162	1	162
	Left-Through		0			0	
	Through	1434	2	**501**	1339	2	**474**
	Through-Right		1			1	
	Right	68	0	68	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	785		*North-South:*	697
			East-West:	867		*East-West:*	834
			SUM:	1652		*SUM:*	1531
VOLUME/CAPACITY *(V/C)* RATIO:				1.201			1.113
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.101**			**1.013**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
66	North-South Street:	Las Palmas Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	16	0	16
	Left-Through		0			0	
	Through	42	0	63	224	0	**272**
	Through-Right		0			0	
	Right	15	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	102	121	1	**121**
	Left-Through		0			0	
	Through	103	0	**262**	89	0	230
	Through-Right		1			1	
	Right	159	0	0	141	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	**115**	276	1	**276**
	Left-Through		0			0	
	Through	1325	2	447	1721	2	581
	Through-Right		1			1	
	Right	17	0	17	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	18	1	18
	Left-Through		0			0	
	Through	1686	3	**562**	1471	3	**490**
	Through-Right		0			0	
	Right	87	1	36	266	1	206
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	268		*North-South:*	393
			East-West:	677		*East-West:*	766
			SUM:	945		*SUM:*	1159
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.813
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.563**			**0.713**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
67	North-South Street:	Cherokee Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	0	27	146	0	146
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	57	0	**84**	102	0	**248**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1375	2	**466**	1961	2	**664**
	Through-Right		1			1	
	Right	24	0	24	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	93	1	**93**
	Left-Through		0			0	
	Through	1678	3	559	1632	3	544
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	84		*North-South:*	248
			East-West:	604		*East-West:*	757
			SUM:	688		*SUM:*	1005
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.670
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.359**			**0.570**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
68	North-South Street:	Seward St	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	110	0	110
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	62	0	**93**	223	0	**333**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1408	2	**476**	2046	2	**691**
	Through-Right		1			1	
	Right	20	0	20	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	59	1	**59**
	Left-Through		0			0	
	Through	1763	3	588	1663	3	554
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	93		*North-South:*	333
			East-West:	625		*East-West:*	750
			SUM:	718		*SUM:*	1083
	VOLUME/CAPACITY *(V/C)* RATIO:			0.479			0.722
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.379**			**0.622**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
69	North-South Street:	Wilcox Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	**31**	47	1	47
	Left-Through		0			0	
	Through	125	0	154	277	0	**333**
	Through-Right		1			1	
	Right	29	0	0	56	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	80	1	**80**
	Left-Through		0			0	
	Through	288	0	**406**	265	0	351
	Through-Right		1			1	
	Right	118	0	0	86	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	171	1	**171**
	Left-Through		0			0	
	Through	1365	2	462	1990	2	679
	Through-Right		1			1	
	Right	22	0	22	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	116	36	1	36
	Left-Through		0			0	
	Through	1698	2	**596**	1555	2	**553**
	Through-Right		1			1	
	Right	90	0	90	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	437		*North-South:*	413
			East-West:	678		*East-West:*	724
			SUM:	1115		*SUM:*	1137
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.758
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.643**			**0.658**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
70	North-South Street:	Cahuenga Blvd	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	**52**	111	1	111
	Left-Through		0			0	
	Through	547	1	285	1026	1	**551**
	Through-Right		1			1	
	Right	22	0	22	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	99	99	1	**99**
	Left-Through		0			0	
	Through	1104	1	**675**	677	1	408
	Through-Right		1			1	
	Right	245	0	245	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	172	1	**172**	356	1	**356**
	Left-Through		0			0	
	Through	1179	2	424	1607	2	566
	Through-Right		1			1	
	Right	94	0	94	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	96	49	1	49
	Left-Through		0			0	
	Through	1548	2	**536**	1487	2	**534**
	Through-Right		1			1	
	Right	59	0	59	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	727		*North-South:*	650
			East-West:	708		*East-West:*	890
			SUM:	1435		*SUM:*	1540
	VOLUME/CAPACITY *(V/C)* RATIO:			1.007			1.081
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.907**			**0.981**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
71	North-South Street:	Ivar Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	46	0	46
	Left-Through		0			0	
	Through	85	0	138	259	0	**408**
	Through-Right		0			0	
	Right	43	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	59	1	**59**
	Left-Through		0			0	
	Through	161	0	**250**	113	0	170
	Through-Right		1			1	
	Right	89	0	0	57	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	44	1	44
	Left-Through		0			0	
	Through	1154	2	394	1755	2	**602**
	Through-Right		1			1	
	Right	27	0	27	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	71	1	**71**
	Left-Through		0			0	
	Through	1710	2	**603**	1530	2	534
	Through-Right		1			1	
	Right	98	0	98	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	260		*North-South:*	467
			East-West:	629		*East-West:*	673
			SUM:	889		*SUM:*	1140
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.760
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.493**			**0.660**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
72	North-South Street:	Vine St	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	1	**122**	153	1	153
	Left-Through		0			0	
	Through	763	2	382	1260	2	**630**
	Through-Right		0			0	
	Right	245	1	11	285	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	1	112	214	1	**214**
	Left-Through		0			0	
	Through	1285	1	**707**	1056	1	603
	Through-Right		1			1	
	Right	128	0	128	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	97	1	97
	Left-Through		0			0	
	Through	1108	2	**406**	1606	2	**575**
	Through-Right		1			1	
	Right	111	0	111	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	**234**	230	1	**230**
	Left-Through		0			0	
	Through	1428	2	517	1450	2	534
	Through-Right		1			1	
	Right	124	0	124	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	829		*North-South:*	844
			East-West:	640		*East-West:*	805
			SUM:	1469		*SUM:*	1649
VOLUME/CAPACITY *(V/C)* RATIO:				1.068			1.199
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.968**			**1.099**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
73	North-South Street:	Argyle Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	0	98	68	0	68
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	0	**298**	166	0	**234**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	150	1	**150**	183	1	**183**
	Left-Through		0			0	
	Through	1270	3	423	1858	3	619
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1677	2	**596**	1662	2	**588**
	Through-Right		1			1	
	Right	112	0	112	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	298		*North-South:*	234
			East-West:	746		*East-West:*	771
			SUM:	1044		*SUM:*	1005
VOLUME/CAPACITY *(V/C)* RATIO:				0.696			0.670
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.596**			**0.570**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
74	North-South Street:	Gower St	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	61	1	61
	Left-Through		0			0	
	Through	279	0	341	569	0	**628**
	Through-Right		1			1	
	Right	62	0	0	59	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	84	1	**84**
	Left-Through		0			0	
	Through	399	0	**528**	402	0	513
	Through-Right		1			1	
	Right	129	0	0	111	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	189	1	**189**
	Left-Through		0			0	
	Through	1234	2	450	2090	2	721
	Through-Right		1			1	
	Right	116	0	116	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	56	1	56
	Left-Through		0			0	
	Through	1906	2	**645**	1820	2	**643**
	Through-Right		1			1	
	Right	30	0	30	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	583		*North-South:*	712
			East-West:	745		*East-West:*	832
			SUM:	1328		*SUM:*	1544
	VOLUME/CAPACITY *(V/C)* RATIO:			0.932			1.084
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.832**			**0.984**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
75	North-South Street:	Bronson Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	53	1	53
	Left-Through		0			0	
	Through	175	1	175	369	1	**369**
	Through-Right		0			0	
	Right	142	1	99	189	1	165
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	86	134	1	**134**
	Left-Through		0			0	
	Through	357	0	**553**	249	0	347
	Through-Right		1			1	
	Right	196	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	**78**	100	1	100
	Left-Through		0			0	
	Through	1235	2	419	2203	2	**746**
	Through-Right		1			1	
	Right	23	0	23	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	48	1	**48**
	Left-Through		0			0	
	Through	1993	2	**708**	1837	2	646
	Through-Right		1			1	
	Right	130	0	130	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	623		*North-South:*	503
			East-West:	786		*East-West:*	794
			SUM:	1409		*SUM:*	1297
VOLUME/CAPACITY *(V/C)* RATIO:				0.939			0.865
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.839**			**0.765**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
76	North-South Street:	Van Ness Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	116	1	116
	Left-Through		0			0	
	Through	15	0	**202**	50	0	**235**
	Through-Right		1			1	
	Right	187	0	0	185	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	347	1	**347**	392	1	**392**
	Left-Through		0			0	
	Through	228	0	264	284	0	307
	Through-Right		1			1	
	Right	36	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	10	1	10
	Left-Through		0			0	
	Through	1412	2	495	2440	2	**828**
	Through-Right		1			1	
	Right	72	0	72	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	125	84	1	**84**
	Left-Through		0			0	
	Through	2066	2	**697**	1787	2	600
	Through-Right		1			1	
	Right	25	0	25	13	0	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	549		*North-South:*	627
			East-West:	702		*East-West:*	912
			SUM:	1251		*SUM:*	1539
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			1.026
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.734**			**0.926**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
77	North-South Street:	Wilton Pl	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	114	1	114
	Left-Through		0			0	
	Through	253	1	206	413	1	**306**
	Through-Right		1			1	
	Right	158	0	158	199	0	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	157	1	157	106	1	**106**
	Left-Through		0			0	
	Through	567	1	**337**	403	1	253
	Through-Right		1			1	
	Right	107	0	107	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	96	1	**96**
	Left-Through		0			0	
	Through	1253	2	**491**	1748	2	643
	Through-Right		1			1	
	Right	221	0	221	182	0	182
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	**124**	87	1	87
	Left-Through		0			0	
	Through	950	2	475	1344	2	**672**
	Through-Right		0			0	
	Right	113	1	35	179	1	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	412
			East-West:	615		*East-West:*	768
			SUM:	1029		*SUM:*	1180
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.787
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.586**			**0.687**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
78	North-South Street:	Western Ave	East-West Street:	Sunset Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	103	1	103
	Left-Through		0			0	
	Through	470	2	235	680	2	**340**
	Through-Right		0			0	
	Right	75	1	23	86	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	1	147	271	1	**271**
	Left-Through		0			0	
	Through	827	1	**504**	597	1	333
	Through-Right		1			1	
	Right	181	0	181	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	1	154	272	1	**272**
	Left-Through		0			0	
	Through	1165	2	**408**	1475	2	503
	Through-Right		1			1	
	Right	59	0	59	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	**105**	144	1	144
	Left-Through		0			0	
	Through	883	2	321	1189	2	**451**
	Through-Right		1			1	
	Right	79	0	79	164	0	164
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	609		*North-South:*	611
			East-West:	513		*East-West:*	723
			SUM:	1122		*SUM:*	1334
	VOLUME/CAPACITY *(V/C)* RATIO:			0.816			0.970
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.716**			**0.870**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
79	North-South Street:	Highland Ave	East-West Street:	De Longpre Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	**12**	49	1	**49**
	Left-Through		0			0	
	Through	1448	2	498	1374	2	518
	Through-Right		1			1	
	Right	47	0	47	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	1	27	39	1	39
	Left-Through		0			0	
	Through	1961	2	**657**	1621	2	**551**
	Through-Right		1			1	
	Right	11	0	11	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	**26**	30	0	30
	Left-Through		0			0	
	Through	54	0	116	210	0	**346**
	Through-Right		0			0	
	Right	36	0	0	106	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	144	0	144	60	0	**60**
	Left-Through		0			0	
	Through	59	0	**283**	130	0	230
	Through-Right		0			0	
	Right	80	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	669		*North-South:*	600
			East-West:	309		*East-West:*	406
			SUM:	978		*SUM:*	1006
VOLUME/CAPACITY *(V/C)* RATIO:				0.652			0.671
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.552**			**0.571**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
80	North-South Street:	Gardner St	East-West Street:	Fountain Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	44	0	44
	Left-Through		0			0	
	Through	168	0	253	291	0	**407**
	Through-Right		0			0	
	Right	64	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	57	0	57	77	0	**77**
	Left-Through		0			0	
	Through	247	0	**363**	229	0	353
	Through-Right		0			0	
	Right	59	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	58	1	**58**	103	1	103
	Left-Through		0			0	
	Through	806	1	427	1319	1	**682**
	Through-Right		1			1	
	Right	47	0	47	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	113	1	113	159	1	**159**
	Left-Through		0			0	
	Through	1313	1	**677**	937	1	496
	Through-Right		1			1	
	Right	41	0	41	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	384		*North-South:*	484
			East-West:	735		*East-West:*	841
			SUM:	1119		*SUM:*	1325
	VOLUME/CAPACITY *(V/C)* RATIO:			0.746			0.883
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.646**			**0.783**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
81	North-South Street:	La Brea Ave	East-West Street:	Fountain Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	137	1	**137**
	Left-Through		0			0	
	Through	941	2	330	1163	2	415
	Through-Right		1			1	
	Right	50	0	50	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	78	1	78
	Left-Through		0			0	
	Through	1065	2	**431**	1079	2	**403**
	Through-Right		1			1	
	Right	229	0	229	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	177	1	**177**
	Left-Through		0			0	
	Through	648	1	388	862	1	487
	Through-Right		1			1	
	Right	127	0	127	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	127	1	127
	Left-Through		0			0	
	Through	806	0	**825**	727	0	**776**
	Through-Right		1			1	
	Right	19	0	0	49	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	536		*North-South:*	540
			East-West:	965		*East-West:*	953
			SUM:	1501		*SUM:*	1493
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.995
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.901**			**0.895**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
82	North-South Street:	Highland Ave	East-West Street:	Fountain Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	50	1	**50**
	Left-Through		0			0	
	Through	1440	2	497	1321	2	467
	Through-Right		1			1	
	Right	52	0	52	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	1	5	0	1	0
	Left-Through		0			0	
	Through	1850	2	**693**	1611	2	**598**
	Through-Right		1			1	
	Right	229	0	229	183	0	183
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	164	1	**164**
	Left-Through		0			0	
	Through	431	0	519	515	0	596
	Through-Right		1			1	
	Right	88	0	0	81	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	84	1	84	51	1	51
	Left-Through		0			0	
	Through	455	0	**458**	486	0	**500**
	Through-Right		1			1	
	Right	3	0	0	14	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	743		*North-South:*	648
			East-West:	641		*East-West:*	664
			SUM:	1384		*SUM:*	1312
VOLUME/CAPACITY *(V/C)* RATIO:				0.923			0.875
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.823**			**0.775**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
83	North-South Street:	Wilcox Ave	East-West Street:	Fountain Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	27	1	27
	Left-Through		0			0	
	Through	152	0	182	313	0	**360**
	Through-Right		1			1	
	Right	30	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	42	1	**42**
	Left-Through		0			0	
	Through	202	0	**247**	249	0	284
	Through-Right		1			1	
	Right	45	0	0	35	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	0	**27**	44	0	44
	Left-Through		1			1	
	Through	319	0	346	548	0	**592**
	Through-Right		0			0	
	Right	24	1	17	47	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	18	0	**18**
	Left-Through		0			0	
	Through	514	0	**574**	382	0	440
	Through-Right		0			0	
	Right	40	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	262		*North-South:*	402
			East-West:	601		*East-West:*	610
			SUM:	863		*SUM:*	1012
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.675
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.475**			**0.575**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
84	North-South Street:	Cahuenga Blvd	East-West Street:	Fountain Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	30	0	30
	Left-Through		1			1	
	Through	581	0	342	869	0	**529**
	Through-Right		1			1	
	Right	24	0	342	68	0	529
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	41	0	**41**
	Left-Through		1			1	
	Through	1075	0	**616**	776	0	517
	Through-Right		1			1	
	Right	81	0	616	93	0	517
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	0	**142**	126	0	126
	Left-Through		0			0	
	Through	238	0	399	538	0	**679**
	Through-Right		0			0	
	Right	19	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	41	0	41	26	0	**26**
	Left-Through		0			0	
	Through	461	0	**542**	416	0	489
	Through-Right		0			0	
	Right	40	0	0	47	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	629		*North-South:*	570
			East-West:	684		*East-West:*	705
			SUM:	1313		*SUM:*	1275
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.850
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.775**			**0.750**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
85	North-South Street:	Vine St	East-West Street:	Fountain Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	62	1	62
	Left-Through		0			0	
	Through	1048	1	560	1427	1	**747**
	Through-Right		1			1	
	Right	72	0	72	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	68	1	**68**
	Left-Through		0			0	
	Through	1360	1	**713**	1304	1	684
	Through-Right		1			1	
	Right	65	0	65	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	**58**	95	1	95
	Left-Through		0			0	
	Through	231	0	261	517	0	**565**
	Through-Right		1			1	
	Right	30	0	0	48	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	68	1	**68**
	Left-Through		0			0	
	Through	448	0	**573**	368	0	469
	Through-Right		1			1	
	Right	125	0	0	101	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	763		*North-South:*	815
			East-West:	631		*East-West:*	633
			SUM:	1394		*SUM:*	1448
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.965
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.829**			**0.865**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
86	North-South Street:	Gower St	East-West Street:	Fountain Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	47	1	47
	Left-Through		0			0	
	Through	312	0	354	606	0	**632**
	Through-Right		1			1	
	Right	42	0	0	26	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	90	1	**90**
	Left-Through		0			0	
	Through	488	0	**542**	525	0	573
	Through-Right		1			1	
	Right	54	0	0	48	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	0	**54**	79	0	79
	Left-Through		0			0	
	Through	231	0	314	576	0	**684**
	Through-Right		0			0	
	Right	29	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	49	0	49	47	0	**47**
	Left-Through		0			0	
	Through	530	0	**619**	419	0	520
	Through-Right		0			0	
	Right	40	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	569		*North-South:*	722
			East-West:	673		*East-West:*	731
			SUM:	1242		*SUM:*	1453
VOLUME/CAPACITY *(V/C)* RATIO:				0.828			0.969
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.728**			**0.869**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
87	North-South Street:	Highland Ave	East-West Street:	Lexington Ave	
	Scenario:	Future with Project with Mitigation Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	65	1	**65**
	Left-Through		0			0	
	Through	1470	2	504	1393	2	514
	Through-Right		1			1	
	Right	41	0	41	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	36	42	1	42
	Left-Through		0			0	
	Through	1872	2	**648**	1652	2	**563**
	Through-Right		1			1	
	Right	72	0	72	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	0	**28**	29	0	29
	Left-Through		0			0	
	Through	57	0	127	211	0	**301**
	Through-Right		0			0	
	Right	42	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	56	0	56	21	0	**21**
	Left-Through		0			0	
	Through	142	0	**255**	69	0	111
	Through-Right		0			0	
	Right	57	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	669		*North-South:*	628
			East-West:	283		*East-West:*	322
			SUM:	952		*SUM:*	950
	VOLUME/CAPACITY *(V/C)* RATIO:			0.635			0.633
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.535**			**0.533**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
88	North-South Street:	Fairfax Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	110	1	110
	Left-Through		0			0	
	Through	730	2	365	917	2	**459**
	Through-Right		0			0	
	Right	93	1	0	170	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	171	1	**171**
	Left-Through		0			0	
	Through	999	1	**551**	731	1	434
	Through-Right		1			1	
	Right	103	0	103	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	**121**	281	1	**281**
	Left-Through		0			0	
	Through	569	1	314	1277	1	672
	Through-Right		1			1	
	Right	59	0	59	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	293	1	293	166	1	166
	Left-Through		0			0	
	Through	1137	1	**635**	1019	1	**592**
	Through-Right		1			1	
	Right	133	0	133	165	0	165
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	630
			East-West:	756		*East-West:*	873
			SUM:	1409		*SUM:*	1503
VOLUME/CAPACITY *(V/C)* RATIO:				1.025			1.093
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.955**			**1.023**
LEVEL OF SERVICE (LOS):				**E**			**F**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
89	North-South Street:	Gardner St	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	**13**	35	1	**35**
	Left-Through		0			0	
	Through	92	0	127	183	0	224
	Through-Right		1			1	
	Right	35	0	0	41	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	58	68	1	68
	Left-Through		0			0	
	Through	249	0	**327**	200	0	**279**
	Through-Right		1			1	
	Right	78	0	0	79	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	129	1	**129**
	Left-Through		0			0	
	Through	877	1	446	1539	1	798
	Through-Right		1			1	
	Right	15	0	15	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	45	1	45
	Left-Through		0			0	
	Through	1468	1	**764**	1341	1	**718**
	Through-Right		1			1	
	Right	60	0	60	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	314
			East-West:	839		*East-West:*	847
			SUM:	1179		*SUM:*	1161
VOLUME/CAPACITY *(V/C)* RATIO:				0.786			0.774
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.716**			**0.704**
LEVEL OF SERVICE (LOS):				**C**			**C**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
90	

PROJECT TITLE: Crossroads Hollywood
North-South Street: Formosa Ave **East-West Street:** Santa Monica Blvd
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	0	**64**	127	0	**127**
	Left-Through		1			1	
	Through	9	0	73	31	0	158
	Through-Right		0			0	
	Right	28	1	0	124	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	13	0	13
	Left-Through		0			0	
	Through	51	0	**165**	59	0	**168**
	Through-Right		0			0	
	Right	104	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	38	1	38
	Left-Through		0			0	
	Through	1127	1	601	1642	1	**880**
	Through-Right		1			1	
	Right	74	0	74	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	90	1	**90**
	Left-Through		0			0	
	Through	1542	1	**779**	1313	1	665
	Through-Right		1			1	
	Right	15	0	15	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	229		*North-South:*	295
			East-West:	797		*East-West:*	970
			SUM:	1026		*SUM:*	1265
VOLUME/CAPACITY *(V/C)* RATIO:				0.720			0.888
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.650**			**0.818**
LEVEL OF SERVICE (LOS):				**B**			**D**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
91	North-South Street:	La Brea Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2? *			1			1
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	**117**	125	1	125
	Left-Through		0			0	
	Through	798	2	303	1099	2	**431**
	Through-Right		1			1	
	Right	112	0	112	193	0	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	101	1	**101**
	Left-Through		0			0	
	Through	1191	2	**450**	1026	2	393
	Through-Right		1			1	
	Right	160	0	160	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	192	1	192
	Left-Through		0			0	
	Through	891	1	486	1310	1	**729**
	Through-Right		1			1	
	Right	80	0	80	148	0	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	194	1	**194**
	Left-Through		0			0	
	Through	1232	1	**653**	1070	1	578
	Through-Right		1			1	
	Right	73	0	73	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	532
			East-West:	753		*East-West:*	923
			SUM:	1320		*SUM:*	1455
VOLUME/CAPACITY *(V/C)* RATIO:				0.960			1.058
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.890**			**0.988**
LEVEL OF SERVICE (LOS):				**D**			**E**

** Signal synchronization at intersections in West Hollywood jurisdiction.*

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
92	North-South Street:	Highland Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	**75**	97	1	**97**
	Left-Through		0			0	
	Through	1265	3	422	1153	3	384
	Through-Right		0			0	
	Right	166	1	0	257	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	148	117	1	117
	Left-Through		0			0	
	Through	1514	2	**612**	1348	2	**528**
	Through-Right		1			1	
	Right	321	0	321	236	0	236
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	284	1	284
	Left-Through		0			0	
	Through	1158	1	612	1580	1	**830**
	Through-Right		1			1	
	Right	65	0	65	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	236	1	236	201	1	**201**
	Left-Through		0			0	
	Through	1382	1	**725**	1339	1	739
	Through-Right		1			1	
	Right	67	0	67	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	625
			East-West:	908		*East-West:*	1031
			SUM:	1595		*SUM:*	1656
VOLUME/CAPACITY *(V/C)* RATIO:				1.119			1.162
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.019**			**1.062**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
93	North-South Street:	Las Palmas Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	**28**	41	0	41
	Left-Through		0			0	
	Through	64	0	115	161	0	**298**
	Through-Right		0			0	
	Right	23	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	56	0	56	58	0	**58**
	Left-Through		0			0	
	Through	95	0	**222**	96	0	210
	Through-Right		0			0	
	Right	71	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	84	1	84
	Left-Through		0			0	
	Through	1398	1	716	1774	1	**915**
	Through-Right		1			1	
	Right	34	0	34	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	133	1	133	108	1	**108**
	Left-Through		0			0	
	Through	1619	1	**835**	1527	1	809
	Through-Right		1			1	
	Right	50	0	50	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	250		*North-South:*	356
			East-West:	870		*East-West:*	1023
			SUM:	1120		*SUM:*	1379
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.919
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**			**0.819**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
94	North-South Street:	Wilcox Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	18	0	**18**
	Left-Through		0			0	
	Through	105	0	156	201	0	239
	Through-Right		0			0	
	Right	26	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	47	0	47	46	0	46
	Left-Through		0			0	
	Through	142	0	**280**	200	0	**318**
	Through-Right		0			0	
	Right	91	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	73	1	73
	Left-Through		0			0	
	Through	1111	1	565	1828	1	**932**
	Through-Right		1			1	
	Right	18	0	18	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	20	1	**20**
	Left-Through		0			0	
	Through	1966	1	**994**	1596	1	822
	Through-Right		1			1	
	Right	21	0	21	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	305		*North-South:*	336
			East-West:	1026		*East-West:*	952
			SUM:	1331		*SUM:*	1288
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			0.859
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.787**			**0.759**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
95	North-South Street:	Cahuenga Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	36	0	**36**
	Left-Through		1			1	
	Through	446	0	310	671	0	428
	Through-Right		1			1	
	Right	17	0	310	40	0	428
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	0	43	60	0	60
	Left-Through		1			1	
	Through	802	0	**569**	734	0	**548**
	Through-Right		1			1	
	Right	250	0	569	121	0	548
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	0	**86**	164	0	164
	Left-Through		1			1	
	Through	1070	1	793	1726	1	**1355**
	Through-Right		0			0	
	Right	47	1	47	44	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	66	45	1	**45**
	Left-Through		0			0	
	Through	1724	1	**884**	1600	1	840
	Through-Right		1			1	
	Right	43	0	43	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	584
			East-West:	970		*East-West:*	1400
			SUM:	1565		*SUM:*	1984
VOLUME/CAPACITY *(V/C)* RATIO:				1.043			1.323
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.943**			**1.223**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96

PROJECT TITLE: Crossroads Hollywood
North-South Street: Vine St East-West Street: Santa Monica Blvd
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	81	1	81
	Left-Through		0			0	
	Through	1115	2	558	1389	2	**695**
	Through-Right		0			0	
	Right	100	1	27	90	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	113	1	**113**
	Left-Through		0			0	
	Through	1305	1	**730**	1211	1	660
	Through-Right		1			1	
	Right	154	0	154	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	124	1	124
	Left-Through		0			0	
	Through	1060	1	566	1668	1	**864**
	Through-Right		1			1	
	Right	71	0	71	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	146	88	1	**88**
	Left-Through		0			0	
	Through	1684	1	**876**	1399	1	767
	Through-Right		1			1	
	Right	68	0	68	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	819		*North-South:*	808
			East-West:	951		*East-West:*	952
			SUM:	1770		*SUM:*	1760
VOLUME/CAPACITY *(V/C)* RATIO:				1.180			1.173
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.080**			**1.073**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
97	North-South Street:	Gower St	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	**29**	39	1	39
	Left-Through		0			0	
	Through	271	0	329	513	0	**600**
	Through-Right		1			1	
	Right	58	0	0	87	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	81	61	1	**61**
	Left-Through		0			0	
	Through	506	0	**555**	396	0	466
	Through-Right		1			1	
	Right	49	0	0	70	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	**68**	101	1	101
	Left-Through		0			0	
	Through	1137	1	586	1756	1	**892**
	Through-Right		1			1	
	Right	34	0	34	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	205	1	205	98	1	**98**
	Left-Through		0			0	
	Through	1812	1	**926**	1653	1	862
	Through-Right		1			1	
	Right	39	0	39	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	584		*North-South:*	661
			East-West:	994		*East-West:*	990
			SUM:	1578		*SUM:*	1651
VOLUME/CAPACITY *(V/C)* RATIO:				1.052			1.101
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.952**			**1.001**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
98	North-South Street:	Bronson Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	5	0	**17**	11	0	**28**
	Through-Right		0			0	
	Right	3	0	0	9	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	165	143	1	**143**
	Left-Through		0			0	
	Through	17	0	**176**	10	0	143
	Through-Right		1			1	
	Right	159	0	0	133	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	**86**	103	1	**103**
	Left-Through		0			0	
	Through	1213	1	608	1664	1	846
	Through-Right		1			1	
	Right	3	0	3	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	1	8	30	1	30
	Left-Through		0			0	
	Through	1820	1	**949**	1664	1	**857**
	Through-Right		1			1	
	Right	78	0	78	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	171
			East-West:	1035		*East-West:*	960
			SUM:	1228		*SUM:*	1131
VOLUME/CAPACITY *(V/C)* RATIO:				0.862			0.794
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.762**			**0.694**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
99	North-South Street:	Van Ness Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	309	0	418	483	0	**586**
	Through-Right		1			1	
	Right	109	0	0	103	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	484	0	**593**	447	0	538
	Through-Right		1			1	
	Right	109	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	57	1	57
	Left-Through		0			0	
	Through	1134	1	642	1647	1	**882**
	Through-Right		1			1	
	Right	149	0	149	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	29	1	**29**
	Left-Through		0			0	
	Through	1748	1	**889**	1539	1	786
	Through-Right		1			1	
	Right	30	0	30	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	586
			East-West:	930		*East-West:*	911
			SUM:	1523		*SUM:*	1497
VOLUME/CAPACITY *(V/C)* RATIO:				1.015			0.998
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.915**			**0.898**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
100	North-South Street:	Wilton Pl	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	835	1	452	881	1	**490**
	Through-Right		1			1	
	Right	69	0	69	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	870	1	**488**	716	1	387
	Through-Right		1			1	
	Right	105	0	105	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	1	**42**	70	1	70
	Left-Through		0			0	
	Through	1086	1	578	1559	1	**816**
	Through-Right		1			1	
	Right	70	0	70	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	110	1	**110**
	Left-Through		0			0	
	Through	1425	1	**719**	1434	1	735
	Through-Right		1			1	
	Right	13	0	13	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	488		*North-South:*	490
			East-West:	761		*East-West:*	926
			SUM:	1249		*SUM:*	1416
VOLUME/CAPACITY *(V/C)* RATIO:				0.833			0.944
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.733**			**0.844**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
101	North-South Street:	Western Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	67	1	**67**
	Left-Through		0			0	
	Through	883	2	442	980	2	490
	Through-Right		0			0	
	Right	130	1	31	248	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	92	1	92
	Left-Through		0			0	
	Through	1038	1	**586**	1066	1	**564**
	Through-Right		1			1	
	Right	133	0	133	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	168	1	**168**
	Left-Through		0			0	
	Through	1067	2	534	1448	2	724
	Through-Right		0			0	
	Right	70	1	0	73	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	192	1	192
	Left-Through		0			0	
	Through	1401	1	**720**	1478	1	**782**
	Through-Right		1			1	
	Right	38	0	38	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	684		*North-South:*	631
			East-West:	831		*East-West:*	950
			SUM:	1515		*SUM:*	1581
VOLUME/CAPACITY *(V/C)* RATIO:				1.102			1.150
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.002**			**1.050**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
102	North-South Street:	US-101 SB On-ramp	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	0	99	116	0	116
	Left-Through		0			0	
	Through	25	0	**135**	36	0	**168**
	Through-Right		0			0	
	Right	11	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	12	0	**12**
	Left-Through		1			1	
	Through	828	1	432	1096	1	584
	Through-Right		0			0	
	Right	615	1	615	669	1	669
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	63	60	1	60
	Left-Through		0			0	
	Through	1529	1	**787**	1721	1	**898**
	Through-Right		1			1	
	Right	45	0	45	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	135		*North-South:*	168
			East-West:	793		*East-West:*	910
			SUM:	928		*SUM:*	1078
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.719
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.519**			**0.619**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
103	North-South Street:	US-101 NB Off-ramp	East-West Street:	Santa Monica Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	738	1	**412**	864	1	**528**
	Left-Through		0			0	
	Through	35	0	412	110	0	528
	Through-Right		0			0	
	Right	50	0	0	82	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	25	0	25
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	63	0	**84**	59	0	**84**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	10	1	**10**	20	1	20
	Left-Through		0			0	
	Through	895	2	448	1176	2	**588**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	939	1	**489**	926	1	483
	Through-Right		1			1	
	Right	39	0	39	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	496		*North-South:*	612
			East-West:	499		*East-West:*	588
			SUM:	995		*SUM:*	1200
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.842
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.742**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave **East-West Street:** Willoughby Ave
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	61	1	**61**
	Left-Through		0			0	
	Through	1467	2	501	1417	2	486
	Through-Right		1			1	
	Right	36	0	36	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	69	1	69
	Left-Through		0			0	
	Through	1708	2	**600**	1599	2	**556**
	Through-Right		1			1	
	Right	92	0	92	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	0	**81**	131	0	131
	Left-Through		0			0	
	Through	101	0	235	334	0	**574**
	Through-Right		0			0	
	Right	53	0	0	109	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	108	0	108	64	0	**64**
	Left-Through		0			0	
	Through	333	0	**492**	158	0	270
	Through-Right		0			0	
	Right	51	0	0	48	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	658		*North-South:*	617
			East-West:	573		*East-West:*	638
			SUM:	1231		*SUM:*	1255
VOLUME/CAPACITY *(V/C)* RATIO:				0.821			0.837
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.721**			**0.737**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave East-West Street: Melrose Ave
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	104	1	104
	Left-Through		0			0	
	Through	1226	2	451	1487	2	**535**
	Through-Right		1			1	
	Right	126	0	126	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	47	1	**47**
	Left-Through		0			0	
	Through	1227	2	**471**	1168	2	426
	Through-Right		1			1	
	Right	187	0	187	111	0	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	130	1	130
	Left-Through		0			0	
	Through	954	1	**550**	1043	1	**583**
	Through-Right		1			1	
	Right	145	0	145	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	**228**	200	1	**200**
	Left-Through		0			0	
	Through	1345	1	695	951	1	517
	Through-Right		1			1	
	Right	45	0	45	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	550		*North-South:*	582
			East-West:	778		*East-West:*	783
			SUM:	1328		*SUM:*	1365
VOLUME/CAPACITY *(V/C)* RATIO:				0.932			0.958
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.832**			**0.858**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave East-West Street: Melrose Ave
Scenario: Future with Project with Mitigation Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	1	0	1
	Left-Through		1			1	
	Through	1401	0	**778**	1344	0	**770**
	Through-Right		1			1	
	Right	149	0	778	189	0	770
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	99	1	**99**
	Left-Through		0			0	
	Through	1417	2	709	1512	2	756
	Through-Right		0			0	
	Right	425	1	231	169	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	194	1	**194**	146	1	146
	Left-Through		0			0	
	Through	1005	1	518	1189	1	**609**
	Through-Right		1			1	
	Right	30	0	30	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	283	1	283	276	1	**276**
	Left-Through		0			0	
	Through	1356	1	**697**	1043	1	554
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	859		*North-South:*	869
			East-West:	891		*East-West:*	885
			SUM:	1750		*SUM:*	1754
VOLUME/CAPACITY *(V/C)* RATIO:				1.228			1.231
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.128**			**1.131**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
107	North-South Street:	Vine St	East-West Street:	Melrose Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	1	**118**	107	1	107
	Left-Through		0			0	
	Through	1182	1	623	1328	1	**692**
	Through-Right		1			1	
	Right	64	0	64	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	106	95	1	**95**
	Left-Through		0			0	
	Through	1196	1	**655**	1125	1	610
	Through-Right		1			1	
	Right	113	0	113	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	**64**	92	1	92
	Left-Through		0			0	
	Through	1124	1	592	1361	1	**727**
	Through-Right		1			1	
	Right	60	0	60	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	53	1	**53**
	Left-Through		0			0	
	Through	1181	1	**633**	1124	1	620
	Through-Right		1			1	
	Right	84	0	84	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	773		*North-South:*	787
			East-West:	697		*East-West:*	780
			SUM:	1470		*SUM:*	1567
	VOLUME/CAPACITY *(V/C)* RATIO:			0.980			1.045
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.880**			**0.945**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
108	North-South Street:	Gower	East-West Street:	Melrose Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0 *SB --*		0	*NB --* 0 *SB --*		0
	EB -- 0 *WB --*		0	*EB --* 0 *WB --*		0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	1	**360**	515	1	**515**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	266	1	184	265	1	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	**165**	226	1	**226**
	Left-Through		0			0	
	Through	1033	2	517	1261	2	631
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1203	1	**738**	1077	1	**690**
	Through-Right		1			1	
	Right	273	0	273	302	0	302
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	515
			East-West:	903		*East-West:*	916
			SUM:	1263		*SUM:*	1431
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			1.004
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.786**			**0.904**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
109	North-South Street:	Western Ave	East-West Street:	Melrose Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	66	1	**66**
	Left-Through		0			0	
	Through	1240	1	679	1154	1	634
	Through-Right		1			1	
	Right	118	0	118	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	81	96	1	96
	Left-Through		0			0	
	Through	1197	1	**676**	1249	1	**686**
	Through-Right		1			1	
	Right	155	0	155	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	129	1	129
	Left-Through		0			0	
	Through	1114	1	601	1237	1	**664**
	Through-Right		1			1	
	Right	88	0	88	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	96	1	**96**
	Left-Through		0			0	
	Through	1231	1	**636**	1048	1	557
	Through-Right		1			1	
	Right	40	0	40	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	771		*North-South:*	752
			East-West:	706		*East-West:*	760
			SUM:	1477		*SUM:*	1512
VOLUME/CAPACITY *(V/C)* RATIO:				0.985			1.008
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.885**			**0.908**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
110	North-South Street:	Highland Ave	East-West Street:	Rosewood Ave
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	33	0	**33**
	Left-Through		1			1	
	Through	1665	0	953	1560	0	917
	Through-Right		1			1	
	Right	60	0	953	76	0	917
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	0	5	18	0	18
	Left-Through		1			1	
	Through	1814	0	**939**	1719	0	**925**
	Through-Right		1			1	
	Right	33	0	939	23	0	925
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	0	**31**	38	0	38
	Left-Through		0			0	
	Through	35	0	95	192	0	**253**
	Through-Right		0			0	
	Right	29	0	0	23	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	58	0	58	29	0	**29**
	Left-Through		0			0	
	Through	59	0	**123**	13	0	43
	Through-Right		0			0	
	Right	6	0	0	1	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	969		*North-South:*	958
			East-West:	154		*East-West:*	282
			SUM:	1123		*SUM:*	1240
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.827
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.649**			**0.727**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
111	North-South Street:	Highland Ave	East-West Street:	Beverly Blvd
	Scenario:	Future with Project with Mitigation Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 5/6/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**0**	3	0	0
	Left-Through		0			0	
	Through	1464	1	787	1412	1	**778**
	Through-Right		1			1	
	Right	110	0	110	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	0	2	0	**0**
	Left-Through		0			0	
	Through	1482	1	**832**	1394	1	752
	Through-Right		1			1	
	Right	182	0	182	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	143	1	**143**	128	1	128
	Left-Through		0			0	
	Through	1040	1	537	1460	1	**735**
	Through-Right		1			1	
	Right	34	0	34	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	94	1	**94**
	Left-Through		0			0	
	Through	1274	1	**650**	1200	1	620
	Through-Right		1			1	
	Right	25	0	25	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	832		*North-South:*	778
			East-West:	793		*East-West:*	829
			SUM:	1625		*SUM:*	1607
VOLUME/CAPACITY *(V/C)* RATIO:				1.140			1.128
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.040**			**1.028**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Unsignalized Intersections

Intersection	
Int Delay, s/veh	50.7

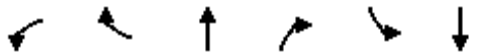
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	11	507	0	935	1134	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	551	0	1016	1233	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1640	616	1233	0	-	0
Stage 1	1233	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	146	~ 372	302	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	146	~ 372	302	-	-	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	253	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	302	-	146	372	-	-
HCM Lane V/C Ratio	-	-	0.082	1.481	-	-
HCM Control Delay (s)	0	-	31.8	257.8	-	-
HCM Lane LOS	A	-	D	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	29.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	954	68	99	2082
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1037	74	108	2263
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.93					
vC, conflicting volume	2421	383			1111	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2376	383			1111	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			83	
cM capacity (veh/h)	22	615			624	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	415	415	281	108	1132	1132
Volume Left	0	0	0	108	0	0
Volume Right	0	0	74	0	0	0
cSH	1700	1700	1700	624	1700	1700
Volume to Capacity	0.24	0.24	0.17	0.17	0.67	0.67
Queue Length 95th (ft)	0	0	0	15	0	0
Control Delay (s)	0.0	0.0	0.0	12.0	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.5		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	282	42	89	200
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	307	46	97	217
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	632	176			352	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	632	176			352	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			92	
cM capacity (veh/h)	380	837			1203	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	204	148	97	109	109
Volume Left	0	0	97	0	0
Volume Right	0	46	0	0	0
cSH	1700	1700	1203	1700	1700
Volume to Capacity	0.12	0.09	0.08	0.06	0.06
Queue Length 95th (ft)	0	0	7	0	0
Control Delay (s)	0.0	0.0	8.3	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		2.5		
Approach LOS					

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	188	87	532	0	0	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	95	578	0	0	448

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	802	289	0	0	578	0
Stage 1	578	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	322	708	-	-	992	-
Stage 1	524	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	322	708	-	-	992	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	322	708	992	-
HCM Lane V/C Ratio	-	-	0.635	0.134	-	-
HCM Control Delay (s)	-	-	33.7	10.9	0	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	4.1	0.5	0	-

Intersection	
Int Delay, s/veh	19.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	210	24	543	0	0	0	0	335	28	24	574	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	228	26	590	0	0	0	0	364	30	26	624	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	858	1071	312				624	0	0	395	0	0
Stage 1	676	676	-				-	-	-	-	-	-
Stage 2	182	395	-				-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94				4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-				-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32				2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	296	219	684				953	-	-	1160	-	-
Stage 1	467	451	-				-	-	-	-	-	-
Stage 2	831	603	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	286	0	684				953	-	-	1160	-	-
Mov Cap-2 Maneuver	286	0	-				-	-	-	-	-	-
Stage 1	451	0	-				-	-	-	-	-	-
Stage 2	831	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.3	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	286	684	1160	-	-
HCM Lane V/C Ratio	-	-	-	0.844	0.882	0.022	-	-
HCM Control Delay (s)	0	-	-	60	36.6	8.2	0.1	-
HCM Lane LOS	A	-	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	7.1	10.8	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	22	25	348	885	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	24	27	378	962	180

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1295	571	1142	0	-	0
Stage 1	1052	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	154	464	608	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	464	608	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	608	-	275	-	-
HCM Lane V/C Ratio	0.045	-	0.126	-	-
HCM Control Delay (s)	11.2	0.3	20	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	95	33	215	313	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	36	234	340	8	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	929	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1445	-	297	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	238	930
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	350	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	483	-	-	1445	-
HCM Lane V/C Ratio	0.05	-	-	0.162	-
HCM Control Delay (s)	12.8	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.6	-

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	18	90	19	0	57	143	19	0	24	42	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	20	98	21	0	62	155	21	0	26	46	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.6	12.2	9.8
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	14%	26%	5%
Vol Thru, %	45%	71%	65%	35%
Vol Right, %	30%	15%	9%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	127	219	448
LT Vol	24	18	57	21
Through Vol	42	90	143	155
RT Vol	28	19	19	272
Lane Flow Rate	102	138	238	487
Geometry Grp	1	1	1	1
Degree of Util (X)	0.16	0.223	0.377	0.655
Departure Headway (Hd)	5.634	5.826	5.698	4.842
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	635	614	631	745
Service Time	3.692	3.883	3.747	2.881
HCM Lane V/C Ratio	0.161	0.225	0.377	0.654
HCM Control Delay	9.8	10.6	12.2	16.7
HCM Lane LOS	A	B	B	C
HCM 95th-tile Q	0.6	0.8	1.8	4.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	21	155	272
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	23	168	296
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	16.7
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	1054	1451	20	0	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1146	1577	22	0	155

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1599	0	-	0	2046	799
Stage 1	-	-	-	-	1588	-
Stage 2	-	-	-	-	458	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	199	-	-	-	88	282
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	552	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	199	-	-	-	88	282
Mov Cap-2 Maneuver	-	-	-	-	94	-
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	32.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	199	-	-	-	282
HCM Lane V/C Ratio	-	-	-	-	0.551
HCM Control Delay (s)	0	-	-	-	32.4
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	3.1

Intersection	
Intersection Delay, s/veh	18.1
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	22	0	34	0	0	865	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	24	0	37	0	0	940	43
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	8.3	18.7
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	22	577	328
LT Vol	34	0	0	0
Through Vol	0	0	577	288
RT Vol	0	22	0	40
Lane Flow Rate	37	24	627	357
Geometry Grp	5	2	7	7
Degree of Util (X)	0.052	0.034	0.8	0.447
Departure Headway (Hd)	5.038	5.111	4.594	4.509
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	704	790	796
Service Time	3.045	3.114	2.331	2.245
HCM Lane V/C Ratio	0.052	0.034	0.794	0.448
HCM Control Delay	8.3	8.3	23.1	10.9
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.2	0.1	8.4	2.3

Intersection	
Intersection Delay, s/veh	32.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	59	22	254	0	175	0	69	0	0	325	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	24	276	0	190	0	75	0	0	353	34
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	19.7	24	37.7
HCM LOS	C	C	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	73%	0%	72%	3%
Vol Thru, %	91%	27%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	81	254	244	383
LT Vol	0	59	0	175	10
Through Vol	325	22	0	0	373
RT Vol	31	0	254	69	0
Lane Flow Rate	387	88	276	265	416
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.824	0.217	0.597	0.616	0.882
Departure Headway (Hd)	7.667	8.885	7.782	8.364	7.626
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	472	403	464	430	475
Service Time	5.732	6.649	5.545	6.435	5.686
HCM Lane V/C Ratio	0.82	0.218	0.595	0.616	0.876
HCM Control Delay	37.7	14.1	21.5	24	45.4
HCM Lane LOS	E	B	C	C	E
HCM 95th-tile Q	7.9	0.8	3.8	4	9.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	373	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	405	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	45.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1448	318	74	2071	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1574	346	80	2251	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			1920		2658	697
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1415		2298	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			80		100	100
cM capacity (veh/h)			399		22	907

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	630	630	660	80	750	750	750
Volume Left	0	0	0	80	0	0	0
Volume Right	0	0	346	0	0	0	0
cSH	1700	1700	1700	399	1700	1700	1700
Volume to Capacity	0.37	0.37	0.39	0.20	0.44	0.44	0.44
Queue Length 95th (ft)	0	0	0	19	0	0	0
Control Delay (s)	0.0	0.0	0.0	16.3	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.6			
Approach LOS							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

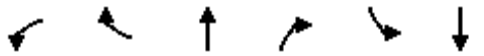
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	7	405	0	2044	284	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	440	0	2222	309	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1198	154	309	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	247	735	832	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	247	735	832	-	-	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	328	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	832	-	247	735	-	-
HCM Lane V/C Ratio	-	-	0.031	0.599	-	-
HCM Control Delay (s)	0	-	20	16.9	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	4	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2006	54	36	1064
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2180	59	39	1157
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	2866	756			2239	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2866	756			2239	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			83	
cM capacity (veh/h)	11	351			228	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	872	872	495	39	578	578
Volume Left	0	0	0	39	0	0
Volume Right	0	0	59	0	0	0
cSH	1700	1700	1700	228	1700	1700
Volume to Capacity	0.51	0.51	0.29	0.17	0.34	0.34
Queue Length 95th (ft)	0	0	0	15	0	0
Control Delay (s)	0.0	0.0	0.0	24.1	0.0	0.0
Lane LOS				C		
Approach Delay (s)	0.0			0.8		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	661	88	73	121
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	718	96	79	132
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	991	407			814	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	991	407			814	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			90	
cM capacity (veh/h)	219	593			809	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	479	335	79	66	66
Volume Left	0	0	79	0	0
Volume Right	0	96	0	0	0
cSH	1700	1700	809	1700	1700
Volume to Capacity	0.28	0.20	0.10	0.04	0.04
Queue Length 95th (ft)	0	0	8	0	0
Control Delay (s)	0.0	0.0	9.9	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.7		
Approach LOS					

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	48	82	1011	0	0	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	89	1099	0	0	298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1248	549	0	0	1099	0
Stage 1	1099	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	165	480	-	-	631	-
Stage 1	281	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	165	480	-	-	631	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	165	480	631	-
HCM Lane V/C Ratio	-	-	0.316	0.186	-	-
HCM Control Delay (s)	-	-	36.6	14.2	0	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.7	0	-

Intersection	
Int Delay, s/veh	11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	266	13	274	0	0	0	0	723	15	11	309	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	289	14	298	0	0	0	0	786	16	12	336	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	753	1162	168	336	0	0	802	0	0
Stage 1	360	360	-	-	-	-	-	-	-
Stage 2	393	802	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	346	194	847	1220	-	-	817	-	-
Stage 1	677	625	-	-	-	-	-	-	-
Stage 2	651	395	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	340	0	847	1220	-	-	817	-	-
Mov Cap-2 Maneuver	340	0	-	-	-	-	-	-	-
Stage 1	665	0	-	-	-	-	-	-	-
Stage 2	651	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.1	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1220	-	-	340	847	817	-	-
HCM Lane V/C Ratio	-	-	-	0.871	0.36	0.015	-	-
HCM Control Delay (s)	0	-	-	57.2	11.6	9.5	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	8.2	1.6	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	43	46	80	740	531	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	50	87	804	577	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1177	313	625	0	-	0
Stage 1	601	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	184	683	952	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	683	952	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.2	1.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	952	-	257	-	-
HCM Lane V/C Ratio	0.091	-	0.376	-	-
HCM Control Delay (s)	9.2	0.6	27.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	1.7	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	163	18	58	159	18	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	177	20	63	173	20	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	486	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1376	-	540	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1376	-	512	855
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	714	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	737	-	-	1376	-
HCM Lane V/C Ratio	0.111	-	-	0.046	-
HCM Control Delay (s)	10.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	20.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	39	144	26	0	22	106	62	0	83	338	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	42	157	28	0	24	115	67	0	90	367	73
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	14	13.1	29.6
HCM LOS	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	19%	12%	26%
Vol Thru, %	69%	69%	56%	37%
Vol Right, %	14%	12%	33%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	488	209	190	164
LT Vol	83	39	22	42
Through Vol	338	144	106	61
RT Vol	67	26	62	61
Lane Flow Rate	530	227	207	178
Geometry Grp	1	1	1	1
Degree of Util (X)	0.822	0.41	0.368	0.308
Departure Headway (Hd)	5.712	6.492	6.417	6.227
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	637	557	562	578
Service Time	3.712	4.514	4.441	4.262
HCM Lane V/C Ratio	0.832	0.408	0.368	0.308
HCM Control Delay	29.6	14	13.1	12
HCM Lane LOS	D	B	B	B
HCM 95th-tile Q	8.6	2	1.7	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	42	61	61
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	46	66	66
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	1472	1104	29	1	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1600	1200	32	1	87

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1232	0	-	0	1856	616
Stage 1	-	-	-	-	1216	-
Stage 2	-	-	-	-	640	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	302	-	-	-	112	372
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	302	-	-	-	112	372
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	302	-	-	-	365
HCM Lane V/C Ratio	-	-	-	-	0.241
HCM Control Delay (s)	0	-	-	-	18
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	109	0	0	658	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	118	0	0	715	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.2	8.9	12.9
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	24	439	222
LT Vol	109	0	0	0
Through Vol	0	0	439	219
RT Vol	0	24	0	3
Lane Flow Rate	118	26	477	242
Geometry Grp	5	2	7	7
Degree of Util (X)	0.162	0.036	0.614	0.311
Departure Headway (Hd)	4.913	4.972	4.638	4.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	723	772	771
Service Time	2.92	2.98	2.397	2.387
HCM Lane V/C Ratio	0.161	0.036	0.618	0.314
HCM Control Delay	8.9	8.2	14.6	9.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.6	0.1	4.3	1.3

Intersection	
Intersection Delay, s/veh	20.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	14	9	75	0	78	0	31	0	0	545	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	10	82	0	85	0	34	0	0	592	43
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11	13.2	17.1
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	61%	0%	72%	3%
Vol Thru, %	100%	82%	39%	0%	0%	97%
Vol Right, %	0%	18%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	363	222	23	75	109	429
LT Vol	0	0	14	0	78	15
Through Vol	363	182	9	0	0	414
RT Vol	0	40	0	75	31	0
Lane Flow Rate	395	241	25	82	118	466
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.662	0.395	0.055	0.157	0.249	0.802
Departure Headway (Hd)	6.032	5.903	7.972	6.939	7.562	6.194
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	596	607	447	513	472	583
Service Time	3.797	3.669	5.766	4.732	5.655	4.256
HCM Lane V/C Ratio	0.663	0.397	0.056	0.16	0.25	0.799
HCM Control Delay	19.9	12.5	11.2	11	13.2	29.8
HCM Lane LOS	C	B	B	B	B	D
HCM 95th-tile Q	4.9	1.9	0.2	0.6	1	7.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	15	414	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	450	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	29.8
HCM LOS	D

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1867	522	65	1449	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2029	567	71	1575	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			2597		2979	960
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1472		2081	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			75		100	100
cM capacity (veh/h)			285		22	682

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	812	812	973	71	525	525	525
Volume Left	0	0	0	71	0	0	0
Volume Right	0	0	567	0	0	0	0
cSH	1700	1700	1700	285	1700	1700	1700
Volume to Capacity	0.48	0.48	0.57	0.25	0.31	0.31	0.31
Queue Length 95th (ft)	0	0	0	24	0	0	0
Control Delay (s)	0.0	0.0	0.0	21.7	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.9			
Approach LOS							

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	53.2

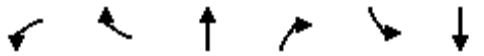
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	11	513	0	964	1145	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	558	0	1048	1245	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1664	622	1245	0	-	0
Stage 1	1245	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	141	~ 368	298	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	~ 368	298	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	267.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	298	-	141	368	-	-
HCM Lane V/C Ratio	-	-	0.085	1.515	-	-
HCM Control Delay (s)	0	-	32.9	272.5	-	-
HCM Lane LOS	A	-	D	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	30.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	983	68	99	2105
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1068	74	108	2288
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.93					
vC, conflicting volume	2465	393			1142	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2422	393			1142	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			82	
cM capacity (veh/h)	20	606			607	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	427	427	288	108	1144	1144
Volume Left	0	0	0	108	0	0
Volume Right	0	0	74	0	0	0
cSH	1700	1700	1700	607	1700	1700
Volume to Capacity	0.25	0.25	0.17	0.18	0.67	0.67
Queue Length 95th (ft)	0	0	0	16	0	0
Control Delay (s)	0.0	0.0	0.0	12.2	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.5		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	283	42	89	202
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	308	46	97	220
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	634	177			353	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	634	177			353	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			92	
cM capacity (veh/h)	378	836			1202	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	205	148	97	110	110
Volume Left	0	0	97	0	0
Volume Right	0	46	0	0	0
cSH	1700	1700	1202	1700	1700
Volume to Capacity	0.12	0.09	0.08	0.06	0.06
Queue Length 95th (ft)	0	0	7	0	0
Control Delay (s)	0.0	0.0	8.3	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		2.5		
Approach LOS					

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	20.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	188	87	539	0	0	418
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	95	586	0	0	454

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	813	293	0	0	586	0
Stage 1	586	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	316	703	-	-	985	-
Stage 1	519	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	316	703	-	-	985	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	316	703	985	-
HCM Lane V/C Ratio	-	-	0.647	0.135	-	-
HCM Control Delay (s)	-	-	35.1	10.9	0	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	4.2	0.5	0	-

Intersection	
Int Delay, s/veh	19.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	210	24	543	0	0	0	0	342	28	24	580	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	228	26	590	0	0	0	0	372	30	26	630	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	869	1085	315	630	0	0	402	0	0
Stage 1	683	683	-	-	-	-	-	-	-
Stage 2	186	402	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	291	215	681	948	-	-	1153	-	-
Stage 1	463	447	-	-	-	-	-	-	-
Stage 2	827	599	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	281	0	681	948	-	-	1153	-	-
Mov Cap-2 Maneuver	281	0	-	-	-	-	-	-	-
Stage 1	447	0	-	-	-	-	-	-	-
Stage 2	827	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	44.6	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	281	681	1153	-	-
HCM Lane V/C Ratio	-	-	-	0.859	0.886	0.023	-	-
HCM Control Delay (s)	0	-	-	63.2	37.2	8.2	0.1	-
HCM Lane LOS	A	-	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	7.4	10.9	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	22	25	355	891	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	24	27	386	968	180

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1306	574	1149	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	151	462	604	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	142	462	604	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.2	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	604	-	271	-	-
HCM Lane V/C Ratio	0.045	-	0.128	-	-
HCM Control Delay (s)	11.2	0.3	20.2	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	125	95	246	337	69	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	103	267	366	75	116

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	239	0	1089	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	901	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1328	-	238	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	396	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1328	-	178	854
Mov Cap-2 Maneuver	-	-	-	-	178	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	296	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	28
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	343	-	-	1328	-
HCM Lane V/C Ratio	0.558	-	-	0.201	-
HCM Control Delay (s)	28	-	-	8.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.2	-	-	0.8	-

Intersection	
Intersection Delay, s/veh	35
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	34	176	38	0	97	168	19	0	48	81	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	191	41	0	105	183	21	0	52	88	60
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	19.3	22.2	13.6
HCM LOS	C	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	14%	34%	4%
Vol Thru, %	0%	60%	71%	59%	41%
Vol Right, %	0%	40%	15%	7%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	136	248	284	510
LT Vol	48	0	34	97	21
Through Vol	0	81	176	168	211
RT Vol	0	55	38	19	278
Lane Flow Rate	52	148	270	309	554
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.124	0.317	0.554	0.631	0.975
Departure Headway (Hd)	8.526	7.717	7.399	7.357	6.482
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	421	466	488	491	565
Service Time	6.276	5.467	5.434	5.389	4.482
HCM Lane V/C Ratio	0.124	0.318	0.553	0.629	0.981
HCM Control Delay	12.5	14	19.3	22.2	57.5
HCM Lane LOS	B	B	C	C	F
HCM 95th-tile Q	0.4	1.3	3.3	4.3	13.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	21	211	278
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	23	229	302
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	57.5
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	1100	1481	48	13	235
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1196	1610	52	14	255

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1662	0	-	0	2114	831
Stage 1	-	-	-	-	1636	-
Stage 2	-	-	-	-	478	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	185	-	-	-	81	269
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	185	-	-	-	81	269
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	139.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	185	-	-	-	240
HCM Lane V/C Ratio	-	-	-	-	1.123
HCM Control Delay (s)	0	-	-	-	139.1
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	12.1

Intersection	
Intersection Delay, s/veh	18.1
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	22	0	34	0	0	865	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	24	0	37	0	0	940	43
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	8.3	18.7
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	22	577	328
LT Vol	34	0	0	0
Through Vol	0	0	577	288
RT Vol	0	22	0	40
Lane Flow Rate	37	24	627	357
Geometry Grp	5	2	7	7
Degree of Util (X)	0.052	0.034	0.8	0.447
Departure Headway (Hd)	5.038	5.111	4.594	4.509
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	704	790	796
Service Time	3.045	3.114	2.331	2.245
HCM Lane V/C Ratio	0.052	0.034	0.794	0.448
HCM Control Delay	8.3	8.3	23.1	10.9
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.2	0.1	8.4	2.3

Intersection	
Intersection Delay, s/veh	32.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	59	22	254	0	175	0	69	0	0	325	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	24	276	0	190	0	75	0	0	353	34
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	19.7	24	37.7
HCM LOS	C	C	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	73%	0%	72%	3%
Vol Thru, %	91%	27%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	81	254	244	383
LT Vol	0	59	0	175	10
Through Vol	325	22	0	0	373
RT Vol	31	0	254	69	0
Lane Flow Rate	387	88	276	265	416
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.824	0.217	0.597	0.616	0.882
Departure Headway (Hd)	7.667	8.885	7.782	8.364	7.626
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	472	403	464	430	475
Service Time	5.732	6.649	5.545	6.435	5.686
HCM Lane V/C Ratio	0.82	0.218	0.595	0.616	0.876
HCM Control Delay	37.7	14.1	21.5	24	45.4
HCM Lane LOS	E	B	C	C	E
HCM 95th-tile Q	7.9	0.8	3.8	4	9.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	373	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	405	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	45.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1468	342	74	2101	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1596	372	80	2284	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			1967		2704	718
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1434		2325	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			79		100	100
cM capacity (veh/h)			388		20	896

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	638	638	691	80	761	761	761
Volume Left	0	0	0	80	0	0	0
Volume Right	0	0	372	0	0	0	0
cSH	1700	1700	1700	388	1700	1700	1700
Volume to Capacity	0.38	0.38	0.41	0.21	0.45	0.45	0.45
Queue Length 95th (ft)	0	0	0	19	0	0	0
Control Delay (s)	0.0	0.0	0.0	16.7	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.6			
Approach LOS							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

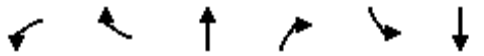
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	7	418	0	2075	303	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	454	0	2255	329	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1231	165	329	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	237	723	814	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	723	814	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0
HCM LOS	C		

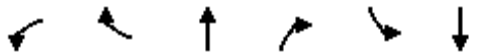
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	814	-	237	723	-	-
HCM Lane V/C Ratio	-	-	0.032	0.628	-	-
HCM Control Delay (s)	0	-	20.7	18	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	4.5	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2037	54	36	1109
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2214	59	39	1205
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	2924	767			2273	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2924	767			2273	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			82	
cM capacity (veh/h)	10	345			221	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	886	886	502	39	603	603
Volume Left	0	0	0	39	0	0
Volume Right	0	0	59	0	0	0
cSH	1700	1700	1700	221	1700	1700
Volume to Capacity	0.52	0.52	0.30	0.18	0.35	0.35
Queue Length 95th (ft)	0	0	0	16	0	0
Control Delay (s)	0.0	0.0	0.0	24.8	0.0	0.0
Lane LOS				C		
Approach Delay (s)	0.0			0.8		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	663	88	73	124
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	721	96	79	135
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	995	408			816	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	995	408			816	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			90	
cM capacity (veh/h)	218	592			807	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	480	336	79	67	67
Volume Left	0	0	79	0	0
Volume Right	0	96	0	0	0
cSH	1700	1700	807	1700	1700
Volume to Capacity	0.28	0.20	0.10	0.04	0.04
Queue Length 95th (ft)	0	0	8	0	0
Control Delay (s)	0.0	0.0	9.9	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.7		
Approach LOS					

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	48	82	1020	0	0	286
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	89	1109	0	0	311

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1264	554	0	0	1109	0
Stage 1	1109	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	161	476	-	-	625	-
Stage 1	277	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	161	476	-	-	625	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	161	476	625	-
HCM Lane V/C Ratio	-	-	0.324	0.187	-	-
HCM Control Delay (s)	-	-	37.7	14.3	0	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.7	0	-

Intersection	
Int Delay, s/veh	14.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	266	13	274	0	0	0	0	832	15	11	321	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	289	14	298	0	0	0	0	904	16	12	349	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	825	1294	174	349	0	0	921	0	0
Stage 1	373	373	-	-	-	-	-	-	-
Stage 2	452	921	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	311	161	839	1207	-	-	737	-	-
Stage 1	666	617	-	-	-	-	-	-	-
Stage 2	608	347	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	305	0	839	1207	-	-	737	-	-
Mov Cap-2 Maneuver	305	0	-	-	-	-	-	-	-
Stage 1	653	0	-	-	-	-	-	-	-
Stage 2	608	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	46.5	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1207	-	-	305	839	737	-	-
HCM Lane V/C Ratio	-	-	-	0.971	0.363	0.016	-	-
HCM Control Delay (s)	0	-	-	82.4	11.7	10	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	10	1.7	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	43	46	80	749	543	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	50	87	814	590	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1195	319	638	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	179	677	942	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	677	942	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.2	1.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	942	-	250	-	-
HCM Lane V/C Ratio	0.092	-	0.387	-	-
HCM Control Delay (s)	9.2	0.6	28.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	1.7	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	206	166	171	198	59	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	180	186	215	64	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	404	0	901	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	587	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1155	-	309	726
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1155	-	252	726
Mov Cap-2 Maneuver	-	-	-	-	252	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	442	-	-	1155	-
HCM Lane V/C Ratio	0.425	-	-	0.161	-
HCM Control Delay (s)	19	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.1	-	-	0.6	-

Intersection	
Intersection Delay, s/veh	43.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	49	205	55	0	82	170	62	0	155	412	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	53	223	60	0	89	185	67	0	168	448	134
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	32.9	33.9	59.5
HCM LOS	D	D	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	16%	26%	16%
Vol Thru, %	0%	77%	66%	54%	56%
Vol Right, %	0%	23%	18%	20%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	535	309	314	270
LT Vol	155	0	49	82	42
Through Vol	0	412	205	170	150
RT Vol	0	123	55	62	78
Lane Flow Rate	168	582	336	341	293
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.414	1	0.759	0.77	0.686
Departure Headway (Hd)	8.85	8.166	8.249	8.234	8.41
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	408	448	440	444	431
Service Time	6.567	5.883	6.249	6.234	6.41
HCM Lane V/C Ratio	0.412	1.299	0.764	0.768	0.68
HCM Control Delay	17.7	71.6	32.9	33.9	27.9
HCM Lane LOS	C	F	D	D	D
HCM 95th-tile Q	2	12.8	6.4	6.6	5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	42	150	78
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	46	163	85
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	27.9
HCM LOS	D

Lane

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	1567	1160	62	19	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1703	1261	67	21	162

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1328	0	-	0	1976	664
Stage 1	-	-	-	-	1295	-
Stage 2	-	-	-	-	681	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	271	-	-	-	96	346
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	422	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	271	-	-	-	96	346
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	422	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	43.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	271	-	-	-	267
HCM Lane V/C Ratio	-	-	-	-	0.684
HCM Control Delay (s)	0	-	-	-	43.3
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	4.5

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	109	0	0	658	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	118	0	0	715	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.2	8.9	12.9
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	24	439	222
LT Vol	109	0	0	0
Through Vol	0	0	439	219
RT Vol	0	24	0	3
Lane Flow Rate	118	26	477	242
Geometry Grp	5	2	7	7
Degree of Util (X)	0.162	0.036	0.614	0.311
Departure Headway (Hd)	4.913	4.972	4.638	4.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	723	772	771
Service Time	2.92	2.98	2.397	2.387
HCM Lane V/C Ratio	0.161	0.036	0.618	0.314
HCM Control Delay	8.9	8.2	14.6	9.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.6	0.1	4.3	1.3

Intersection	
Intersection Delay, s/veh	20.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	14	9	75	0	78	0	31	0	0	545	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	10	82	0	85	0	34	0	0	592	43
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11	13.2	17.1
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	61%	0%	72%	3%
Vol Thru, %	100%	82%	39%	0%	0%	97%
Vol Right, %	0%	18%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	363	222	23	75	109	429
LT Vol	0	0	14	0	78	15
Through Vol	363	182	9	0	0	414
RT Vol	0	40	0	75	31	0
Lane Flow Rate	395	241	25	82	118	466
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.662	0.395	0.055	0.157	0.249	0.802
Departure Headway (Hd)	6.032	5.903	7.972	6.939	7.562	6.194
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	596	607	447	513	472	583
Service Time	3.797	3.669	5.766	4.732	5.655	4.256
HCM Lane V/C Ratio	0.663	0.397	0.056	0.16	0.25	0.799
HCM Control Delay	19.9	12.5	11.2	11	13.2	29.8
HCM Lane LOS	C	B	B	B	B	D
HCM 95th-tile Q	4.9	1.9	0.2	0.6	1	7.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	15	414	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	450	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	29.8
HCM LOS	D

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1889	543	65	1509	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2053	590	71	1640	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.61		0.61	0.61
vC, conflicting volume			2643		3036	980
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1467		2109	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			75		100	100
cM capacity (veh/h)			279		20	664

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	821	821	1001	71	547	547	547
Volume Left	0	0	0	71	0	0	0
Volume Right	0	0	590	0	0	0	0
cSH	1700	1700	1700	279	1700	1700	1700
Volume to Capacity	0.48	0.48	0.59	0.25	0.32	0.32	0.32
Queue Length 95th (ft)	0	0	0	24	0	0	0
Control Delay (s)	0.0	0.0	0.0	22.2	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.9			
Approach LOS							

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	91.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	589	0	1070	1273	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	640	0	1163	1384	0

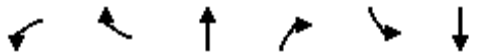
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1849	692	1384	0	-	0
Stage 1	1384	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	113	~ 331	254	-	-	-
Stage 1	140	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	~ 331	254	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	140	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 449.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	254	-	113	331	-	-
HCM Lane V/C Ratio	-	-	0.115	1.934	-	-
HCM Control Delay (s)	0	-	41	$ 457.7	-	-
HCM Lane LOS	A	-	E	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	44.1	-	-

Notes

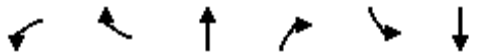
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	1091	78	106	2381
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1186	85	115	2588
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.91					
vC, conflicting volume	2753	438			1271	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2727	438			1271	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			79	
cM capacity (veh/h)	12	567			543	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	474	474	322	115	1294	1294
Volume Left	0	0	0	115	0	0
Volume Right	0	0	85	0	0	0
cSH	1700	1700	1700	543	1700	1700
Volume to Capacity	0.28	0.28	0.19	0.21	0.76	0.76
Queue Length 95th (ft)	0	0	0	20	0	0
Control Delay (s)	0.0	0.0	0.0	13.4	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.6		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	356	83	113	216
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	387	90	123	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	795	239			477	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	795	239			477	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			89	
cM capacity (veh/h)	288	763			1081	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	258	219	123	117	117
Volume Left	0	0	123	0	0
Volume Right	0	90	0	0	0
cSH	1700	1700	1081	1700	1700
Volume to Capacity	0.15	0.13	0.11	0.07	0.07
Queue Length 95th (ft)	0	0	10	0	0
Control Delay (s)	0.0	0.0	8.8	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.0		
Approach LOS					

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	13.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	236	106	597	0	0	448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	115	649	0	0	487

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	892	324	0	0	649	0
Stage 1	649	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	281	672	-	-	933	-
Stage 1	482	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	281	672	-	-	933	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	54.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	281	672	933	-
HCM Lane V/C Ratio	-	-	0.913	0.171	-	-
HCM Control Delay (s)	-	-	73.4	11.5	0	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	8.4	0.6	0	-

Intersection	
Int Delay, s/veh	43.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	225	26	627	0	0	0	0	386	30	26	655	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	245	28	682	0	0	0	0	420	33	28	712	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	978	1220	356	712	0	0	452	0	0
Stage 1	768	768	-	-	-	-	-	-	-
Stage 2	210	452	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	248	179	~ 640	884	-	-	1105	-	-
Stage 1	418	409	-	-	-	-	-	-	-
Stage 2	805	569	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 238	0	~ 640	884	-	-	1105	-	-
Mov Cap-2 Maneuver	~ 238	0	-	-	-	-	-	-	-
Stage 1	400	0	-	-	-	-	-	-	-
Stage 2	805	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	97.5	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	238	640	1105	-	-
HCM Lane V/C Ratio	-	-	-	1.087	1.087	0.026	-	-
HCM Control Delay (s)	0	-	-	127.9	86.2	8.3	0.2	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	11.2	20	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	11	26	28	400	998	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	28	30	435	1085	232

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1479	658	1316	0	-	0
Stage 1	1201	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	116	407	521	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	407	521	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.8	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	521	-	222	-	-
HCM Lane V/C Ratio	0.058	-	0.181	-	-
HCM Control Delay (s)	12.3	0.4	24.8	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	103	35	231	337	8	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	38	251	366	9	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	150	0	999	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	868	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1431	-	270	919
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	411	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1431	-	211	919
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	321	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	434	-	-	1431	-
HCM Lane V/C Ratio	0.06	-	-	0.175	-
HCM Control Delay (s)	13.8	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.6	-

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	19	97	20	0	65	154	20	0	26	48	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	105	22	0	71	167	22	0	28	52	64
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	11.5	13.8	10.7
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	14%	27%	5%
Vol Thru, %	36%	71%	64%	36%
Vol Right, %	44%	15%	8%	59%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	136	239	492
LT Vol	26	19	65	23
Through Vol	48	97	154	177
RT Vol	59	20	20	292
Lane Flow Rate	145	148	260	535
Geometry Grp	1	1	1	1
Degree of Util (X)	0.234	0.255	0.436	0.755
Departure Headway (Hd)	5.824	6.221	6.041	5.085
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	610	572	592	706
Service Time	3.917	4.315	4.121	3.151
HCM Lane V/C Ratio	0.238	0.259	0.439	0.758
HCM Control Delay	10.7	11.5	13.8	22.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	0.9	1	2.2	7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	23	177	292
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	25	192	317
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	22.2
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	1378	1717	21	0	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1498	1866	23	0	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1889	0	-	0	2477	945
Stage 1	-	-	-	-	1878	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	142	-	-	-	51	226
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	142	-	-	-	51	226
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	55.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	142	-	-	-	226
HCM Lane V/C Ratio	-	-	-	-	0.736
HCM Control Delay (s)	0	-	-	-	55.3
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	5

Intersection	
Intersection Delay, s/veh	22.9
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	37	0	0	948	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	40	0	0	1030	47
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	8.4	23.8
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	24	632	359
LT Vol	37	0	0	0
Through Vol	0	0	632	316
RT Vol	0	24	0	43
Lane Flow Rate	40	26	687	390
Geometry Grp	5	2	7	7
Degree of Util (X)	0.057	0.038	0.878	0.49
Departure Headway (Hd)	5.088	5.209	4.6	4.516
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	691	783	796
Service Time	3.096	3.212	2.342	2.258
HCM Lane V/C Ratio	0.057	0.038	0.877	0.49
HCM Control Delay	8.4	8.4	30.8	11.6
HCM Lane LOS	A	A	D	B
HCM 95th-tile Q	0.2	0.1	11.1	2.7

Intersection	
Intersection Delay, s/veh	49.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	63	24	274	0	187	0	74	0	0	354	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	26	298	0	203	0	80	0	0	385	36
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	24.4	30.6	61.4
HCM LOS	C	D	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	72%	0%	72%	3%
Vol Thru, %	91%	28%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	387	87	274	261	420
LT Vol	0	63	0	187	11
Through Vol	354	24	0	0	409
RT Vol	33	0	274	74	0
Lane Flow Rate	421	95	298	284	457
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.955	0.243	0.685	0.703	1
Departure Headway (Hd)	8.169	9.394	8.276	8.921	8.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	446	385	438	406	438
Service Time	6.219	7.094	6.032	6.985	6.341
HCM Lane V/C Ratio	0.944	0.247	0.68	0.7	1.043
HCM Control Delay	61.4	15.1	27.3	30.6	72.6
HCM Lane LOS	F	C	D	D	F
HCM 95th-tile Q	11.4	0.9	5	5.2	12.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	11	409	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	445	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	72.6
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1654	526	83	2633	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1798	572	90	2862	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			2370		3218	885
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1953		2968	179
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			63		100	100
cM capacity (veh/h)			247		6	697

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	719	719	931	90	954	954	954
Volume Left	0	0	0	90	0	0	0
Volume Right	0	0	572	0	0	0	0
cSH	1700	1700	1700	247	1700	1700	1700
Volume to Capacity	0.42	0.42	0.55	0.37	0.56	0.56	0.56
Queue Length 95th (ft)	0	0	0	40	0	0	0
Control Delay (s)	0.0	0.0	0.0	27.7	0.0	0.0	0.0
Lane LOS				D			
Approach Delay (s)	0.0			0.8			
Approach LOS							

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

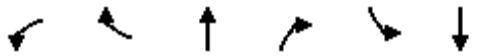
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	474	0	2292	378	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	515	0	2491	411	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1408	205	411	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	192	682	745	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	682	745	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	287	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.7	0	0
HCM LOS	C		

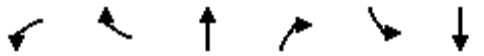
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	745	-	192	682	-	-
HCM Lane V/C Ratio	-	-	0.045	0.755	-	-
HCM Control Delay (s)	0	-	24.6	24.7	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	7	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2252	62	39	1294
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2448	67	42	1407
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	3270	850			2515	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3270	850			2515	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			76	
cM capacity (veh/h)	5	304			177	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	979	979	557	42	703	703
Volume Left	0	0	0	42	0	0
Volume Right	0	0	67	0	0	0
cSH	1700	1700	1700	177	1700	1700
Volume to Capacity	0.58	0.58	0.33	0.24	0.41	0.41
Queue Length 95th (ft)	0	0	0	22	0	0
Control Delay (s)	0.0	0.0	0.0	31.6	0.0	0.0
Lane LOS				D		
Approach Delay (s)	0.0			0.9		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	770	141	93	134
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	837	153	101	146
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1189	495			990	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1189	495			990	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			85	
cM capacity (veh/h)	154	520			694	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	558	432	101	73	73
Volume Left	0	0	101	0	0
Volume Right	0	153	0	0	0
cSH	1700	1700	694	1700	1700
Volume to Capacity	0.33	0.25	0.15	0.04	0.04
Queue Length 95th (ft)	0	0	13	0	0
Control Delay (s)	0.0	0.0	11.1	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		4.5		
Approach LOS					

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	9.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	113	104	1127	0	0	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	113	1225	0	0	327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1389	613	0	0	1225	0
Stage 1	1225	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	134	435	-	-	565	-
Stage 1	241	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	435	-	-	565	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	70.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	134	435	565	-
HCM Lane V/C Ratio	-	-	0.917	0.26	-	-
HCM Control Delay (s)	-	-	120	16.2	0	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	6.1	1	0	-

Intersection	
Int Delay, s/veh	25.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	285	14	336	0	0	0	0	818	16	12	400	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	310	15	365	0	0	0	0	889	17	13	435	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	906	1368	217	435	0	0	907	0	0
Stage 1	461	461	-	-	-	-	-	-	-
Stage 2	445	907	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 276	146	787	1121	-	-	746	-	-
Stage 1	601	564	-	-	-	-	-	-	-
Stage 2	613	353	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 270	0	787	1121	-	-	746	-	-
Mov Cap-2 Maneuver	~ 270	0	-	-	-	-	-	-	-
Stage 1	587	0	-	-	-	-	-	-	-
Stage 2	613	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.6	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1121	-	-	270	787	746	-	-
HCM Lane V/C Ratio	-	-	-	1.176	0.474	0.017	-	-
HCM Control Delay (s)	0	-	-	150.6	13.6	9.9	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	14.3	2.6	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	46	50	88	836	613	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	54	96	909	666	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1374	395	790	0	-	0
Stage 1	728	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	137	604	826	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	604	826	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.5	1.9	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	826	-	184	-	-
HCM Lane V/C Ratio	0.116	-	0.567	-	-
HCM Control Delay (s)	9.9	1	47.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.4	-	3	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	177	19	62	171	19	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	192	21	67	186	21	66

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	524	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1357	-	514	838
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1357	-	486	838
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	695	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	715	-	-	1357	-
HCM Lane V/C Ratio	0.122	-	-	0.05	-
HCM Control Delay (s)	10.7	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	36.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	42	156	28	0	51	115	66	0	89	372	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	170	30	0	55	125	72	0	97	404	85
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	17	17	60.6
HCM LOS	C	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	19%	22%	25%
Vol Thru, %	69%	69%	50%	39%
Vol Right, %	14%	12%	28%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	539	226	232	181
LT Vol	89	42	51	45
Through Vol	372	156	115	71
RT Vol	78	28	66	65
Lane Flow Rate	586	246	252	197
Geometry Grp	1	1	1	1
Degree of Util (X)	0.994	0.491	0.497	0.382
Departure Headway (Hd)	6.22	7.2	7.097	6.986
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	586	501	509	515
Service Time	4.22	5.225	5.122	5.021
HCM Lane V/C Ratio	1	0.491	0.495	0.383
HCM Control Delay	60.6	17	17	14.3
HCM Lane LOS	F	C	C	B
HCM 95th-tile Q	14.5	2.7	2.7	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	45	71	65
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	49	77	71
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	14.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	1848	1513	31	1	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2009	1645	34	1	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1678	0	-	0	2464	839
Stage 1	-	-	-	-	1661	-
Stage 2	-	-	-	-	803	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	182	-	-	-	52	265
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	364	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	182	-	-	-	52	265
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	364	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	26.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	182	-	-	-	258
HCM Lane V/C Ratio	-	-	-	-	0.367
HCM Control Delay (s)	0	-	-	-	26.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.6

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	27	0	118	0	0	714	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	29	0	128	0	0	776	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	9	14.2
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	27	476	241
LT Vol	118	0	0	0
Through Vol	0	0	476	238
RT Vol	0	27	0	3
Lane Flow Rate	128	29	517	262
Geometry Grp	5	2	7	7
Degree of Util (X)	0.177	0.041	0.668	0.338
Departure Headway (Hd)	4.964	5.076	4.649	4.64
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	708	771	768
Service Time	2.971	3.086	2.416	2.407
HCM Lane V/C Ratio	0.176	0.041	0.671	0.341
HCM Control Delay	9	8.3	16.4	9.8
HCM Lane LOS	A	A	C	A
HCM 95th-tile Q	0.6	0.1	5.2	1.5

Intersection	
Intersection Delay, s/veh	30
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	10	88	0	83	0	33	0	0	609	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	11	96	0	90	0	36	0	0	662	47
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11.9	14.3	22.5
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	60%	0%	72%	3%
Vol Thru, %	100%	83%	40%	0%	0%	97%
Vol Right, %	0%	17%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	246	25	88	116	479
LT Vol	0	0	15	0	83	16
Through Vol	406	203	10	0	0	463
RT Vol	0	43	0	88	33	0
Lane Flow Rate	441	267	27	96	126	521
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.772	0.458	0.064	0.197	0.284	0.93
Departure Headway (Hd)	6.413	6.288	8.459	7.426	8.102	6.536
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	578	426	486	446	557
Service Time	4.113	3.988	6.169	5.135	6.11	4.536
HCM Lane V/C Ratio	0.775	0.462	0.063	0.198	0.283	0.935
HCM Control Delay	27.5	14.2	11.7	11.9	14.3	48.4
HCM Lane LOS	D	B	B	B	B	E
HCM 95th-tile Q	7.1	2.4	0.2	0.7	1.2	11.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	16	463	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	503	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	48.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2188	878	79	1984	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2378	954	86	2157	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			3333		3746	1270
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2643		3300	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			13		100	100
cM capacity (veh/h)			99		1	682

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	951	951	1430	86	719	719	719
Volume Left	0	0	0	86	0	0	0
Volume Right	0	0	954	0	0	0	0
cSH	1700	1700	1700	99	1700	1700	1700
Volume to Capacity	0.56	0.56	0.84	0.87	0.42	0.42	0.42
Queue Length 95th (ft)	0	0	0	123	0	0	0
Control Delay (s)	0.0	0.0	0.0	134.6	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			5.2			
Approach LOS							

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	94.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	595	0	1099	1284	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	647	0	1195	1396	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1874	698	1396	0	-	0
Stage 1	1396	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	109	~ 328	251	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	~ 328	251	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 466	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	251	-	109	328	-	-
HCM Lane V/C Ratio	-	-	0.12	1.972	-	-
HCM Control Delay (s)	0	-	42.5	$ 474.5	-	-
HCM Lane LOS	A	-	E	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	45.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	1120	78	106	2404
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1217	85	115	2613
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.90					
vC, conflicting volume	2797	448			1302	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2775	448			1302	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			78	
cM capacity (veh/h)	11	558			528	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	487	487	328	115	1307	1307
Volume Left	0	0	0	115	0	0
Volume Right	0	0	85	0	0	0
cSH	1700	1700	1700	528	1700	1700
Volume to Capacity	0.29	0.29	0.19	0.22	0.77	0.77
Queue Length 95th (ft)	0	0	0	21	0	0
Control Delay (s)	0.0	0.0	0.0	13.7	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.6		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	357	83	113	218
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	388	90	123	237
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	797	239			478	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	797	239			478	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			89	
cM capacity (veh/h)	287	762			1080	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	259	220	123	118	118
Volume Left	0	0	123	0	0
Volume Right	0	90	0	0	0
cSH	1700	1700	1080	1700	1700
Volume to Capacity	0.15	0.13	0.11	0.07	0.07
Queue Length 95th (ft)	0	0	10	0	0
Control Delay (s)	0.0	0.0	8.8	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.0		
Approach LOS					

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	13.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	236	106	604	0	0	454
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	115	657	0	0	493

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	904	328	0	0	657	0
Stage 1	657	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	277	668	-	-	926	-
Stage 1	477	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	668	-	-	926	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	56.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	277	668	926	-
HCM Lane V/C Ratio	-	-	0.926	0.172	-	-
HCM Control Delay (s)	-	-	76.8	11.5	0	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	8.6	0.6	0	-

Intersection	
Int Delay, s/veh	44.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	225	26	627	0	0	0	0	393	30	26	661	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	245	28	682	0	0	0	0	427	33	28	718	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	989	1235	359	718	0	0	460	0	0
Stage 1	775	775	-	-	-	-	-	-	-
Stage 2	214	460	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 244	175	~ 638	879	-	-	1097	-	-
Stage 1	415	406	-	-	-	-	-	-	-
Stage 2	801	564	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 234	0	~ 638	879	-	-	1097	-	-
Mov Cap-2 Maneuver	~ 234	0	-	-	-	-	-	-	-
Stage 1	398	0	-	-	-	-	-	-	-
Stage 2	801	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	100.2	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	234	638	1097	-	-
HCM Lane V/C Ratio	-	-	-	1.106	1.09	0.026	-	-
HCM Control Delay (s)	0	-	-	134.8	87.4	8.4	0.2	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	11.5	20.2	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	11	26	28	407	1004	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	28	30	442	1091	232

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1489	661	1323	0	-	0
Stage 1	1207	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	115	405	518	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	405	518	-	-	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	518	-	220	-	-
HCM Lane V/C Ratio	0.059	-	0.183	-	-
HCM Control Delay (s)	12.4	0.4	25	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	133	97	262	361	70	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	105	285	392	76	117

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	250	0	1159	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	962	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1316	-	216	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	371	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1316	-	156	844
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	268	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	34.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	309	-	-	1316	-
HCM Lane V/C Ratio	0.626	-	-	0.216	-
HCM Control Delay (s)	34.3	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.9	-	-	0.8	-

Intersection	
Intersection Delay, s/veh	39.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	35	183	39	0	105	179	20	0	50	87	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	199	42	0	114	195	22	0	54	95	93
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	21	25.6	15
HCM LOS	C	D	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	14%	35%	4%
Vol Thru, %	0%	50%	71%	59%	42%
Vol Right, %	0%	50%	15%	7%	54%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	173	257	304	554
LT Vol	50	0	35	105	23
Through Vol	0	87	183	179	233
RT Vol	0	86	39	20	298
Lane Flow Rate	54	188	279	330	602
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.13	0.405	0.589	0.688	1
Departure Headway (Hd)	8.604	7.754	7.585	7.494	6.738
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	416	464	475	482	536
Service Time	6.364	5.514	5.634	5.541	4.811
HCM Lane V/C Ratio	0.13	0.405	0.587	0.685	1.123
HCM Control Delay	12.7	15.7	21	25.6	65.2
HCM Lane LOS	B	C	C	D	F
HCM 95th-tile Q	0.4	1.9	3.7	5.2	14.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	23	233	298
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	25	253	324
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	65.2
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	23.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	1424	1747	49	13	245
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1548	1899	53	14	266

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1952	0	-	0	2545	976
Stage 1	-	-	-	-	1926	-
Stage 2	-	-	-	-	619	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	132	-	-	-	47	~ 215
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	132	-	-	-	47	~ 215
Mov Cap-2 Maneuver	-	-	-	-	47	-
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	455	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 315.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	132	-	-	-	182
HCM Lane V/C Ratio	-	-	-	-	1.541
HCM Control Delay (s)	0	-	-	-	$ 315.4
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	18.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	22.9
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	37	0	0	948	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	40	0	0	1030	47
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	8.4	23.8
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	24	632	359
LT Vol	37	0	0	0
Through Vol	0	0	632	316
RT Vol	0	24	0	43
Lane Flow Rate	40	26	687	390
Geometry Grp	5	2	7	7
Degree of Util (X)	0.057	0.038	0.878	0.49
Departure Headway (Hd)	5.088	5.209	4.6	4.516
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	691	783	796
Service Time	3.096	3.212	2.342	2.258
HCM Lane V/C Ratio	0.057	0.038	0.877	0.49
HCM Control Delay	8.4	8.4	30.8	11.6
HCM Lane LOS	A	A	D	B
HCM 95th-tile Q	0.2	0.1	11.1	2.7

Intersection	
Intersection Delay, s/veh	49.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	63	24	274	0	187	0	74	0	0	354	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	26	298	0	203	0	80	0	0	385	36
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	24.4	30.6	61.4
HCM LOS	C	D	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	72%	0%	72%	3%
Vol Thru, %	91%	28%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	387	87	274	261	420
LT Vol	0	63	0	187	11
Through Vol	354	24	0	0	409
RT Vol	33	0	274	74	0
Lane Flow Rate	421	95	298	284	457
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.955	0.243	0.685	0.703	1
Departure Headway (Hd)	8.169	9.394	8.276	8.921	8.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	446	385	438	406	438
Service Time	6.219	7.094	6.032	6.985	6.341
HCM Lane V/C Ratio	0.944	0.247	0.68	0.7	1.043
HCM Control Delay	61.4	15.1	27.3	30.6	72.6
HCM Lane LOS	F	C	D	D	F
HCM 95th-tile Q	11.4	0.9	5	5.2	12.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	11	409	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	445	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	72.6
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1674	550	83	2663	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1820	598	90	2895	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			2417		3264	905
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2010		3022	203
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			62		100	100
cM capacity (veh/h)			234		5	672

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	728	728	962	90	965	965	965
Volume Left	0	0	0	90	0	0	0
Volume Right	0	0	598	0	0	0	0
cSH	1700	1700	1700	234	1700	1700	1700
Volume to Capacity	0.43	0.43	0.57	0.38	0.57	0.57	0.57
Queue Length 95th (ft)	0	0	0	43	0	0	0
Control Delay (s)	0.0	0.0	0.0	29.6	0.0	0.0	0.0
Lane LOS				D			
Approach Delay (s)	0.0			0.9			
Approach LOS							

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

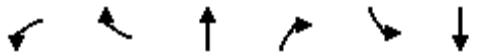
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	487	0	2323	397	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	529	0	2525	432	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1442	216	432	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	185	671	729	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	185	671	729	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	282	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0	0
HCM LOS	D		

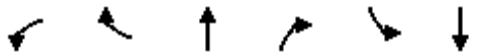
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	729	-	185	671	-	-
HCM Lane V/C Ratio	-	-	0.047	0.789	-	-
HCM Control Delay (s)	0	-	25.4	27.4	-	-
HCM Lane LOS	A	-	D	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	7.8	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2283	62	39	1339
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2482	67	42	1455
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	3328	861			2549	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3328	861			2549	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			75	
cM capacity (veh/h)	5	299			172	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	993	993	564	42	728	728
Volume Left	0	0	0	42	0	0
Volume Right	0	0	67	0	0	0
cSH	1700	1700	1700	172	1700	1700
Volume to Capacity	0.58	0.58	0.33	0.25	0.43	0.43
Queue Length 95th (ft)	0	0	0	23	0	0
Control Delay (s)	0.0	0.0	0.0	32.7	0.0	0.0
Lane LOS				D		
Approach Delay (s)	0.0			0.9		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	772	141	93	137
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	839	153	101	149
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1192	496			992	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1192	496			992	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			85	
cM capacity (veh/h)	154	519			693	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	559	433	101	74	74
Volume Left	0	0	101	0	0
Volume Right	0	153	0	0	0
cSH	1700	1700	693	1700	1700
Volume to Capacity	0.33	0.25	0.15	0.04	0.04
Queue Length 95th (ft)	0	0	13	0	0
Control Delay (s)	0.0	0.0	11.1	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		4.5		
Approach LOS					

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	9.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	113	104	1136	0	0	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	113	1235	0	0	340

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1405	617	0	0	1235	0
Stage 1	1235	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	130	433	-	-	560	-
Stage 1	238	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	433	-	-	560	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	75.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	130	433	560	-
HCM Lane V/C Ratio	-	-	0.945	0.261	-	-
HCM Control Delay (s)	-	-	129.5	16.2	0	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	6.4	1	0	-

Intersection	
Int Delay, s/veh	27.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	285	14	336	0	0	0	0	827	16	12	412	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	310	15	365	0	0	0	0	899	17	13	448	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	923	1390	224	448	0	0	916	0	0
Stage 1	474	474	-	-	-	-	-	-	-
Stage 2	449	916	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 269	141	779	1109	-	-	740	-	-
Stage 1	592	556	-	-	-	-	-	-	-
Stage 2	610	349	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 263	0	779	1109	-	-	740	-	-
Mov Cap-2 Maneuver	~ 263	0	-	-	-	-	-	-	-
Stage 1	578	0	-	-	-	-	-	-	-
Stage 2	610	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	82.5	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1109	-	-	263	779	740	-	-
HCM Lane V/C Ratio	-	-	-	1.207	0.479	0.018	-	-
HCM Control Delay (s)	0	-	-	163.2	13.8	10	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	14.8	2.6	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	46	50	88	845	625	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	54	96	918	679	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1392	402	803	0	-	0
Stage 1	741	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	133	598	817	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	598	817	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	366	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	50.5	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	817	-	178	-	-
HCM Lane V/C Ratio	0.117	-	0.586	-	-
HCM Control Delay (s)	10	1	50.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	3.2	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	220	167	175	210	60	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	182	190	228	65	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	421	0	939	330
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	609	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1138	-	293	712
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1138	-	237	712
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	1138	-
HCM Lane V/C Ratio	0.455	-	-	0.167	-
HCM Control Delay (s)	20.4	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.3	-	-	0.6	-

Intersection	
Intersection Delay, s/veh	54.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	52	217	57	0	111	179	66	0	161	446	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	57	236	62	0	121	195	72	0	175	485	146
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	47	57.9	62.9
HCM LOS	E	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	16%	31%	16%
Vol Thru, %	0%	77%	67%	50%	56%
Vol Right, %	0%	23%	17%	19%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	580	326	356	287
LT Vol	161	0	52	111	45
Through Vol	0	446	217	179	160
RT Vol	0	134	57	66	82
Lane Flow Rate	175	630	354	387	312
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.461	1	0.862	0.928	0.78
Departure Headway (Hd)	9.486	8.798	8.76	8.635	9.003
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	378	416	415	418	402
Service Time	7.277	6.588	6.832	6.704	7.083
HCM Lane V/C Ratio	0.463	1.514	0.853	0.926	0.776
HCM Control Delay	20.2	74.8	47	57.9	37.7
HCM Lane LOS	C	F	E	F	E
HCM 95th-tile Q	2.3	12.3	8.5	10.3	6.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	45	160	82
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	49	174	89
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	37.7
HCM LOS	E

Lane

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	1943	1569	64	19	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2112	1705	70	21	168

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1775	0	-	0	2585	888
Stage 1	-	-	-	-	1740	-
Stage 2	-	-	-	-	845	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	162	-	-	-	45	246
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	346	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	162	-	-	-	45	246
Mov Cap-2 Maneuver	-	-	-	-	45	-
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	346	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	170.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	162	-	-	-	165
HCM Lane V/C Ratio	-	-	-	-	1.146
HCM Control Delay (s)	0	-	-	-	170.8
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	10.1

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	27	0	118	0	0	714	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	29	0	128	0	0	776	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	9	14.2
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	27	476	241
LT Vol	118	0	0	0
Through Vol	0	0	476	238
RT Vol	0	27	0	3
Lane Flow Rate	128	29	517	262
Geometry Grp	5	2	7	7
Degree of Util (X)	0.177	0.041	0.668	0.338
Departure Headway (Hd)	4.964	5.076	4.649	4.64
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	708	771	768
Service Time	2.971	3.086	2.416	2.407
HCM Lane V/C Ratio	0.176	0.041	0.671	0.341
HCM Control Delay	9	8.3	16.4	9.8
HCM Lane LOS	A	A	C	A
HCM 95th-tile Q	0.6	0.1	5.2	1.5

Intersection	
Intersection Delay, s/veh	30
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	10	88	0	83	0	33	0	0	609	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	11	96	0	90	0	36	0	0	662	47
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11.9	14.3	22.5
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	60%	0%	72%	3%
Vol Thru, %	100%	83%	40%	0%	0%	97%
Vol Right, %	0%	17%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	246	25	88	116	479
LT Vol	0	0	15	0	83	16
Through Vol	406	203	10	0	0	463
RT Vol	0	43	0	88	33	0
Lane Flow Rate	441	267	27	96	126	521
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.772	0.458	0.064	0.197	0.284	0.93
Departure Headway (Hd)	6.413	6.288	8.459	7.426	8.102	6.536
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	578	426	486	446	557
Service Time	4.113	3.988	6.169	5.135	6.11	4.536
HCM Lane V/C Ratio	0.775	0.462	0.063	0.198	0.283	0.935
HCM Control Delay	27.5	14.2	11.7	11.9	14.3	48.4
HCM Lane LOS	D	B	B	B	B	E
HCM 95th-tile Q	7.1	2.4	0.2	0.7	1.2	11.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	16	463	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	503	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	48.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2211	899	79	2043	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2403	977	86	2221	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			3380		3804	1290
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2719		3392	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			7		100	100
cM capacity (veh/h)			92		0	682

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	961	961	1458	86	740	740	740
Volume Left	0	0	0	86	0	0	0
Volume Right	0	0	977	0	0	0	0
cSH	1700	1700	1700	92	1700	1700	1700
Volume to Capacity	0.57	0.57	0.86	0.93	0.44	0.44	0.44
Queue Length 95th (ft)	0	0	0	132	0	0	0
Control Delay (s)	0.0	0.0	0.0	157.4	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			5.9			
Approach LOS							

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

Appendix E

West Hollywood Analysis

Appendix E

City of West Hollywood Supplemental Analysis

As described in Chapter 1, the Study Area includes intersections located within the jurisdiction of the City of West Hollywood. A supplemental analysis was conducted for the following six study intersections based on the City of West Hollywood guidelines and methodology:

80. Gardner Street & Fountain Avenue
81. La Brea Avenue & Fountain Avenue
88. Fairfax Avenue & Santa Monica Boulevard
89. Vista Street / Gardner Street & Santa Monica Boulevard
90. Formosa Avenue & Santa Monica Boulevard
91. La Brea Avenue & Santa Monica Boulevard

STUDY SCOPE AND METHODOLOGY

This supplemental analysis was prepared in accordance with City of West Hollywood guidelines, adopted policies, procedures, and standards, and provides a comprehensive analysis of the potential traffic impacts associated with the Project.

Consistent with the Traffic Study, the potential Project-generated traffic impacts on the Study Area as compared to Existing conditions and Future conditions (Year 2022) were analyzed. The traffic volumes used to assess the traffic conditions at the six study intersections are consistent with those presented in the Traffic Study.

Intersection Capacity Analyses

In accordance with the City of West Hollywood policy, the intersection capacity analysis was conducted using the Synchro software to implement the *2010 Highway Capacity Manual*

(Transportation Research Board, 2010) (HCM) signalized methodology. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections.

Table E-1 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized intersections.

Significant Impact Criteria

The City of West Hollywood has adopted a sliding scale for determining significant traffic impacts to intersections. The West Hollywood significant impact criteria are based on a minimum allowable increase in delay attributable to a project as the overall LOS of the intersection decreases:

Intersection Conditions with Project Traffic		Project-Related Increase of Delay (seconds)
Level of Service	**Intersection Delay (seconds)**	
Signalized Intersection of Two Commercial Corridors		
D	35.1 - 55.0	≥ 12.0
E or F	> 55.0	≥ 8.0
Other Signalized Intersection		
D	35.1 - 55.0	≥ 8.0
E or F	> 55.0	≥ 5.0

EXISTING CONDITIONS

Table E-2 summarizes the Existing weekday AM and PM peak hour delay and the corresponding LOS for each of the study intersections. As shown in Table E-2, four of the six intersections operate at LOS D or better during both the morning and afternoon peak hours. The remaining two intersections operate at LOS E or F during at least one of the analyzed peak hours. Detailed calculation worksheets are provided in the Attachment.

FUTURE WITHOUT PROJECT CONDITIONS

Table E-3 summarizes the Future without Project weekday AM and PM peak hour delay and the corresponding LOS for each of the study intersections. As shown in Table E-3, two of the six intersections are anticipated to operate at LOS D or better during both the morning and afternoon peak hours. The remaining four intersections operate at LOS E or F during at least one of the analyzed peak hours. Detailed calculation worksheets are provided in the Attachment.

EXISTING WITH PROJECT CONDITIONS

Table E-2 summarizes the Existing with Project weekday AM and PM peak hour delay and the corresponding LOS for each of the study intersections. As shown in Table E-2, four of the six intersections are anticipated to operate at LOS D or better during both the morning and afternoon peak hours. The remaining two intersections operate at LOS E or F during at least one of the analyzed peak hours. Also shown in Table E-2, the Project is not anticipated to result in a significant impact at any of the six study intersections under Existing with Project conditions based on the City of West Hollywood significance thresholds. Thus, no additional mitigation measures are required.

FUTURE WITH PROJECT CONDITIONS

Table E-3 summarizes the Future with Project weekday AM and PM peak hour delay and the corresponding LOS for each of the study intersections. As shown in Table E-3, two of the six intersections are anticipated to operate at LOS D or better during both the morning and afternoon peak hours. The remaining four intersections operate at LOS E or F during at least one of the analyzed peak hours. Also shown in Table E-3, the Project is not anticipated to result in a significant impact at any of the six study intersections under Future with Project conditions based on the City of West Hollywood significance thresholds. Thus, no additional mitigation measures are required.

TABLE E-1

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Signalized Intersection Delay (sec)	Definition
A	0.0 - 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	10.1 - 20.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	20.1 - 35.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	35.1 - 55.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	55.1 - 80.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 80.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source

Highway Capacity Manual 2010, Transportation Research Board, 2010.

TABLE E-2
EXISTING WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing		Existing with Project		Change in Delay (sec)	Impact
			Delay (sec)	LOS	Delay (sec)	LOS		
80.	Gardner Street &	A.M.	10.9	B	11.0	B	0.1	NO
	Fountain Avenue	P.M.	68.2	E	71.5	E	3.3	NO
81.	La Brea Avenue &	A.M.	35.4	D	35.9	D	0.5	NO
	Fountain Avenue	P.M.	32.0	C	33.0	C	1.0	NO
88.	Fairfax Avenue &	A.M.	83.1	F	83.4	F	0.3	NO
	Santa Monica Boulevard	P.M.	60.7	E	61.6	E	0.9	NO
89.	Vista Street/Gardner Street &	A.M.	14.1	B	14.2	B	0.1	NO
	Santa Monica Boulevard	P.M.	11.5	B	11.5	B	0.0	NO
90.	Formosa Avenue &	A.M.	11.5	B	11.6	B	0.1	NO
	Santa Monica Boulevard	P.M.	28.4	C	29.5	C	1.1	NO
91.	La Brea Avenue &	A.M.	47.7	D	50.4	D	2.7	NO
	Santa Monica Boulevard	P.M.	43.5	D	46.7	D	3.2	NO

TABLE E-3
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future with Project		Change in Delay (sec)	Impact
			Delay (sec)	LOS	Delay (sec)	LOS		
80.	Gardner Street &	A.M.	19.8	B	20.1	C	0.3	NO
	Fountain Avenue	P.M.	127.8	F	128.5	F	0.7	NO
81.	La Brea Avenue &	A.M.	44.6	D	45.2	D	0.6	NO
	Fountain Avenue	P.M.	43.2	D	44.3	D	1.1	NO
88.	Fairfax Avenue &	A.M.	102.3	F	103.4	F	1.1	NO
	Santa Monica Boulevard	P.M.	105.7	F	107.7	F	2.0	NO
89.	Vista Street/Gardner Street &	A.M.	16.8	B	17.2	B	0.4	NO
	Santa Monica Boulevard	P.M.	16.2	B	16.8	B	0.6	NO
90.	Formosa Avenue &	A.M.	16.9	B	17.2	B	0.3	NO
	Santa Monica Boulevard	P.M.	63.3	E	67.9	E	4.6	NO
91.	La Brea Avenue &	A.M.	67.7	E	71.8	E	4.1	NO
	Santa Monica Boulevard	P.M.	94.0	F	101.7	F	7.7	NO

Attachment

LOS Worksheets

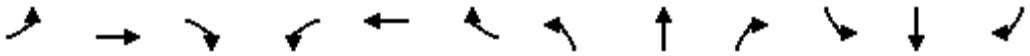
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	731	44	105	1213	35	20	146	60	49	215	55
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	57	769	46	111	1277	37	21	154	63	52	226	58
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	1929	115	525	1997	58	65	333	330	80	230	55
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	417	2893	173	667	2995	87	84	1361	1350	139	942	226
Grp Volume(v), veh/h	57	401	414	111	643	671	175	0	63	336	0	0
Grp Sat Flow(s),veh/h/ln	417	1509	1558	667	1509	1573	1445	0	1350	1307	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	13.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	8.4	0.0	3.3	22.0	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.06	0.12		1.00	0.15		0.17
Lane Grp Cap(c), veh/h	358	1006	1038	525	1006	1049	398	0	330	366	0	0
V/C Ratio(X)	0.16	0.40	0.40	0.21	0.64	0.64	0.44	0.00	0.19	0.92	0.00	0.00
Avail Cap(c_a), veh/h	358	1006	1038	525	1006	1049	398	0	330	366	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.94	0.00	0.94	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	28.9	0.0	26.9	34.9	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.2	1.1	0.5	1.7	1.7	0.7	0.0	0.3	27.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.3	0.1	0.5	0.5	3.8	0.0	1.3	11.1	0.0	0.0
LnGrp Delay(d),s/veh	1.0	1.2	1.1	0.5	1.7	1.7	29.6	0.0	27.2	62.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	E		
Approach Vol, veh/h		872			1425			238			336	
Approach Delay, s/veh		1.1			1.6			29.0			62.6	
Approach LOS		A			A			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.0		26.0		64.0		26.0
Change Period (Y+Rc), s		* 4.5		4.5		* 4.5		4.5
Max Green Setting (Gmax), s		* 60		21.5		* 60		21.5
Max Q Clear Time (g_c+I1), s		2.0		10.4		2.0		24.0
Green Ext Time (p_c), s		41.1		1.9		41.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	131	581	118	80	740	18	96	810	44	42	915	214
Ideal Flow (vphpl)	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.97		1.00	1.00		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1509	2941		1509	1583		1509	4303		1509	4213	
Flt Permitted	0.21	1.00		0.31	1.00		0.22	1.00		0.27	1.00	
Satd. Flow (perm)	334	2941		494	1583		353	4303		429	4213	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	138	612	124	84	779	19	101	853	46	44	963	225
RTOR Reduction (vph)	0	25	0	0	2	0	0	13	0	0	56	0
Lane Group Flow (vph)	138	711	0	84	796	0	101	886	0	44	1132	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Effective Green, g (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	141	1241		208	668		141	1721		171	1685	
v/s Ratio Prot		0.24			c0.50			0.21			0.27	
v/s Ratio Perm	0.41			0.17			c0.29			0.10		
v/c Ratio	0.98	0.57		0.40	1.19		0.72	0.51		0.26	0.67	
Uniform Delay, d1	12.8	9.9		9.1	13.0		11.4	10.2		9.0	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	69.2	1.0		2.6	100.8		26.7	1.1		3.6	2.2	
Delay (s)	82.0	10.9		11.6	113.8		38.0	11.3		12.6	13.2	
Level of Service	F	B		B	F		D	B		B	B	
Approach Delay (s)		22.1			104.0			14.0			13.2	
Approach LOS		C			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	103.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	354	54	273	967	53	98	679	87	62	930	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1588	1588	1588	1620
Adj Flow Rate, veh/h	100	373	57	287	1018	56	103	715	92	65	979	88
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1235	187	517	1420	78	163	819	366	157	700	63
Arrive On Green	0.04	0.47	0.47	0.06	0.49	0.49	0.06	0.27	0.27	0.05	0.33	0.33
Sat Flow, veh/h	1513	2628	398	1513	2909	160	1513	3018	1350	1513	2801	252
Grp Volume(v), veh/h	100	213	217	287	528	546	103	715	92	65	527	540
Grp Sat Flow(s),veh/h/ln	1513	1509	1518	1513	1509	1560	1513	1509	1350	1513	1509	1544
Q Serve(g_s), s	3.5	8.7	8.8	6.0	27.6	27.6	5.1	22.6	5.3	3.2	25.0	25.0
Cycle Q Clear(g_c), s	3.5	8.7	8.8	6.0	27.6	27.6	5.1	22.6	5.3	3.2	25.0	25.0
Prop In Lane	1.00		0.26	1.00		0.10	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	241	709	713	517	736	761	163	819	366	157	377	386
V/C Ratio(X)	0.41	0.30	0.30	0.55	0.72	0.72	0.63	0.87	0.25	0.41	1.40	1.40
Avail Cap(c_a), veh/h	269	709	713	517	736	761	163	819	366	189	377	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	17.4	16.4	16.4	18.1	20.2	20.2	29.2	34.8	28.5	28.8	33.4	33.4
Incr Delay (d2), s/veh	0.4	1.1	1.1	0.8	5.9	5.7	17.3	12.4	1.6	0.6	192.7	192.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.8	3.9	3.6	12.7	13.0	2.9	10.8	2.2	1.4	30.5	31.2
LnGrp Delay(d),s/veh	17.8	17.4	17.5	18.9	26.1	25.9	46.4	47.2	30.1	29.4	226.1	226.0
LnGrp LOS	B	B	B	B	C	C	D	D	C	C	F	F
Approach Vol, veh/h		530			1361			910			1132	
Approach Delay, s/veh		17.5			24.5			45.4			214.7	
Approach LOS		B			C			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	51.0	10.0	29.0	8.2	52.8	7.9	31.1
Change Period (Y+Rc), s	3.0	4.0	3.0	4.1	3.0	4.0	3.5	4.1
Max Green Setting (Gmax), s	7.0	42.0	7.0	24.9	7.0	47.0	6.5	24.9
Max Q Clear Time (g_c+I1), s	8.0	10.8	7.1	27.0	5.5	29.6	5.2	24.6
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.4	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	83.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	594	14	43	1189	53	12	79	33	50	221	73
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	74	625	15	45	1252	56	13	83	35	53	233	77
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	2050	49	607	2003	89	120	254	107	294	274	90
Arrive On Green	1.00	1.00	1.00	0.68	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	419	3012	72	786	2942	131	1065	1062	448	1269	1144	378
Grp Volume(v), veh/h	74	313	327	45	641	667	13	0	118	53	0	310
Grp Sat Flow(s),veh/h/ln	419	1509	1575	786	1509	1565	1065	0	1509	1269	0	1522
Q Serve(g_s), s	8.3	0.0	0.0	1.9	23.6	23.7	1.2	0.0	6.5	3.6	0.0	19.5
Cycle Q Clear(g_c), s	32.0	0.0	0.0	1.9	23.6	23.7	20.6	0.0	6.5	10.0	0.0	19.5
Prop In Lane	1.00		0.05	1.00		0.08	1.00		0.30	1.00		0.25
Lane Grp Cap(c), veh/h	258	1027	1072	607	1027	1065	120	0	361	294	0	364
V/C Ratio(X)	0.29	0.30	0.30	0.07	0.62	0.63	0.11	0.00	0.33	0.18	0.00	0.85
Avail Cap(c_a), veh/h	258	1027	1072	607	1027	1065	184	0	453	371	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	0.51	0.00	0.51
Uniform Delay (d), s/veh	5.6	0.0	0.0	5.4	8.9	8.9	46.2	0.0	31.4	35.5	0.0	36.3
Incr Delay (d2), s/veh	2.7	0.7	0.7	0.2	2.9	2.8	0.4	0.0	0.5	0.1	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.2	0.2	0.5	10.4	10.8	0.4	0.0	2.7	1.3	0.0	8.8
LnGrp Delay(d),s/veh	8.2	0.7	0.7	5.6	11.7	11.7	46.6	0.0	31.9	35.7	0.0	42.9
LnGrp LOS	A	A	A	A	B	B	D		C	D		D
Approach Vol, veh/h		714			1353			131			363	
Approach Delay, s/veh		1.5			11.5			33.4			41.8	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		72.1		27.9		72.1		27.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		30.0		62.0		30.0
Max Q Clear Time (g_c+I1), s		34.0		21.5		25.7		22.6
Green Ext Time (p_c), s		22.6		1.4		27.8		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	824	69	76	1256	14	60	8	26	9	48	97
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	18	867	73	80	1322	15	63	8	27	9	51	102
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	1912	161	423	2274	26	162	16	238	41	71	126
Arrive On Green	0.68	0.68	0.68	0.03	0.74	0.74	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	407	2818	237	1513	3056	35	535	91	1350	17	405	716
Grp Volume(v), veh/h	18	464	476	80	652	685	71	0	27	162	0	0
Grp Sat Flow(s),veh/h/ln	407	1509	1546	1513	1509	1582	625	0	1350	1138	0	0
Q Serve(g_s), s	2.1	14.3	14.3	1.6	19.5	19.5	0.0	0.0	1.7	0.7	0.0	0.0
Cycle Q Clear(g_c), s	15.0	14.3	14.3	1.6	19.5	19.5	13.8	0.0	1.7	14.6	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.02	0.89		1.00	0.06		0.63
Lane Grp Cap(c), veh/h	296	1024	1049	423	1123	1177	178	0	238	238	0	0
V/C Ratio(X)	0.06	0.45	0.45	0.19	0.58	0.58	0.40	0.00	0.11	0.68	0.00	0.00
Avail Cap(c_a), veh/h	296	1024	1049	535	1123	1177	347	0	419	428	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	7.5	7.5	5.9	5.8	5.8	39.4	0.0	34.6	38.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	1.5	1.4	0.1	2.2	2.1	2.1	0.0	0.3	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	6.3	6.5	0.7	8.7	9.1	2.0	0.0	0.6	4.5	0.0	0.0
LnGrp Delay(d),s/veh	11.0	8.9	8.9	5.9	8.0	7.9	41.4	0.0	34.9	41.8	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	D		C	D		
Approach Vol, veh/h		958			1417			98			162	
Approach Delay, s/veh		8.9			7.8			39.6			41.8	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	6.6	71.8		21.6		78.4		21.6
Change Period (Y+Rc), s	3.0	4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		31.0		61.0		31.0
Max Q Clear Time (g_c+I1), s	3.6	17.0		16.6		21.5		15.8
Green Ext Time (p_c), s	0.0	0.6		1.1		0.6		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	614	68	153	978	66	101	681	82	89	1042	145
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	94	646	72	161	1029	69	106	717	86	94	1097	153
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1239	138	374	1362	91	148	1061	126	203	1039	145
Arrive On Green	0.05	0.45	0.45	0.07	0.47	0.47	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1513	2738	305	1513	2871	192	1513	3929	468	1513	3848	536
Grp Volume(v), veh/h	94	356	362	161	541	557	106	526	277	94	824	426
Grp Sat Flow(s),veh/h/ln	1513	1509	1534	1513	1509	1554	1513	1445	1506	1513	1445	1494
Q Serve(g_s), s	3.4	16.9	16.9	5.8	29.4	29.4	5.0	17.6	17.8	4.6	27.0	27.0
Cycle Q Clear(g_c), s	3.4	16.9	16.9	5.8	29.4	29.4	5.0	17.6	17.8	4.6	27.0	27.0
Prop In Lane	1.00		0.20	1.00		0.12	1.00		0.31	1.00		0.36
Lane Grp Cap(c), veh/h	228	682	694	374	716	737	148	780	407	203	780	403
V/C Ratio(X)	0.41	0.52	0.52	0.43	0.76	0.76	0.72	0.67	0.68	0.46	1.06	1.06
Avail Cap(c_a), veh/h	235	682	694	423	716	737	148	780	407	203	780	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	19.6	19.6	15.2	21.5	21.5	30.4	41.3	41.4	27.2	36.5	36.5
Incr Delay (d2), s/veh	0.4	2.8	2.8	0.3	7.3	7.1	12.9	2.9	5.7	0.6	47.9	60.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.5	7.7	2.4	13.6	14.0	1.4	7.4	8.1	1.9	15.9	17.9
LnGrp Delay(d),s/veh	18.9	22.5	22.4	15.5	28.8	28.6	43.3	44.2	47.1	27.8	84.4	97.1
LnGrp LOS	B	C	C	B	C	C	D	D	D	C	F	F
Approach Vol, veh/h		812			1259			909			1344	
Approach Delay, s/veh		22.0			27.0			44.9			84.5	
Approach LOS		C			C			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	49.2	9.0	31.0	8.6	51.4	9.0	31.0
Change Period (Y+Rc), s	3.0	4.0	3.0	* 4	3.0	4.0	3.0	* 4
Max Green Setting (Gmax), s	11.0	42.0	6.0	* 27	6.0	47.0	6.0	* 27
Max Q Clear Time (g_c+I1), s	7.8	18.9	7.0	29.0	5.4	31.4	6.6	19.8
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.4	0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	47.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

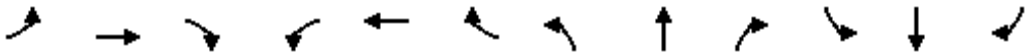
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	1201	42	148	843	46	41	252	67	69	200	44
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	101	1264	44	156	887	48	43	265	71	73	211	46
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	478	1984	69	313	1941	105	76	299	330	56	81	14
Arrive On Green	0.89	0.89	0.88	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	596	2975	103	419	2912	158	122	1223	1350	28	332	58
Grp Volume(v), veh/h	101	641	667	156	460	475	308	0	71	330	0	0
Grp Sat Flow(s),veh/h/ln	596	1509	1570	419	1509	1560	1346	0	1350	418	0	0
Q Serve(g_s), s	2.2	9.9	10.0	12.7	0.0	0.0	0.0	0.0	3.8	2.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	9.9	10.0	22.7	0.0	0.0	20.0	0.0	3.8	22.0	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.10	0.14		1.00	0.22		0.14
Lane Grp Cap(c), veh/h	478	1006	1047	313	1006	1040	375	0	330	151	0	0
V/C Ratio(X)	0.21	0.64	0.64	0.50	0.46	0.46	0.82	0.00	0.22	2.18	0.00	0.00
Avail Cap(c_a), veh/h	478	1006	1047	313	1006	1040	375	0	330	151	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.80	0.00	0.80	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.8	2.3	2.3	1.9	0.0	0.0	32.7	0.0	27.1	35.4	0.0	0.0
Incr Delay (d2), s/veh	1.0	3.1	3.0	3.1	0.8	0.8	11.3	0.0	0.3	554.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.6	4.7	1.6	0.2	0.2	8.6	0.0	1.4	27.0	0.0	0.0
LnGrp Delay(d),s/veh	2.8	5.3	5.2	5.0	0.8	0.8	44.0	0.0	27.4	589.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D		C	F		
Approach Vol, veh/h		1409			1091			379			330	
Approach Delay, s/veh		5.1			1.4			40.9			589.7	
Approach LOS		A			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.0		26.0		64.0		26.0
Change Period (Y+Rc), s		* 4.5		4.5		* 4.5		4.5
Max Green Setting (Gmax), s		* 60		21.5		* 60		21.5
Max Q Clear Time (g_c+I1), s		12.0		22.0		24.7		24.0
Green Ext Time (p_c), s		38.6		0.0		29.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.2
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	165	775	102	115	644	46	126	965	75	73	917	121
Ideal Flow (vphpl)	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.98		1.00	0.99		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1509	2965		1509	1572		1509	4289		1509	4260	
Flt Permitted	0.21	1.00		0.22	1.00		0.22	1.00		0.22	1.00	
Satd. Flow (perm)	334	2965		346	1572		353	4289		353	4260	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	816	107	121	678	48	133	1016	79	77	965	127
RTOR Reduction (vph)	0	23	0	0	6	0	0	20	0	0	37	0
Lane Group Flow (vph)	174	900	0	121	720	0	133	1075	0	77	1055	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Effective Green, g (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	141	1251		146	663		141	1715		141	1704	
v/s Ratio Prot		0.30			0.46			0.25			0.25	
v/s Ratio Perm	c0.52			0.35			c0.38			0.22		
v/c Ratio	1.23	0.72		0.83	1.09		0.94	0.63		0.55	0.62	
Uniform Delay, d1	13.0	10.8		11.6	13.0		13.0	10.8		10.4	10.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	152.0	2.5		33.3	60.7		61.9	1.7		14.4	1.7	
Delay (s)	165.0	13.3		44.9	73.7		75.0	12.6		24.7	12.5	
Level of Service	F	B		D	E		E	B		C	B	
Approach Delay (s)		37.3			69.6			19.3			13.3	
Approach LOS		D			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	245	1012	61	155	731	94	99	844	159	77	677	106
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1588	1588	1588	1620
Adj Flow Rate, veh/h	258	1065	64	163	769	99	104	888	167	81	713	112
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	1360	82	238	1264	163	163	789	353	146	654	103
Arrive On Green	0.06	0.47	0.47	0.06	0.47	0.47	0.06	0.26	0.26	0.03	0.17	0.17
Sat Flow, veh/h	1513	2893	174	1513	2690	346	1513	3018	1350	1513	2614	410
Grp Volume(v), veh/h	258	555	574	163	431	437	104	888	167	81	411	414
Grp Sat Flow(s),veh/h/ln	1513	1509	1558	1513	1509	1527	1513	1509	1350	1513	1509	1516
Q Serve(g_s), s	6.0	30.9	30.9	5.8	21.2	21.2	5.2	26.1	10.4	4.0	25.0	25.0
Cycle Q Clear(g_c), s	6.0	30.9	30.9	5.8	21.2	21.2	5.2	26.1	10.4	4.0	25.0	25.0
Prop In Lane	1.00		0.11	1.00		0.23	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	320	709	732	238	709	718	163	789	353	146	377	379
V/C Ratio(X)	0.81	0.78	0.78	0.69	0.61	0.61	0.64	1.13	0.47	0.56	1.09	1.09
Avail Cap(c_a), veh/h	320	709	732	238	709	718	163	789	353	163	377	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	25.2	22.2	22.2	20.0	19.7	19.7	29.2	36.9	31.1	29.9	41.6	41.6
Incr Delay (d2), s/veh	13.1	8.4	8.2	6.6	3.9	3.8	17.7	72.6	4.5	1.1	70.0	70.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	14.5	14.9	2.8	9.5	9.6	3.0	18.8	4.3	1.7	17.7	17.9
LnGrp Delay(d),s/veh	38.3	30.7	30.4	26.7	23.5	23.5	46.9	109.6	35.6	31.0	111.6	111.9
LnGrp LOS	D	C	C	C	C	C	D	F	D	C	F	F
Approach Vol, veh/h		1387			1031			1159			906	
Approach Delay, s/veh		32.0			24.0			93.3			104.5	
Approach LOS		C			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	51.0	10.0	29.0	10.0	51.0	8.9	30.1
Change Period (Y+Rc), s	3.0	4.0	3.0	4.1	3.0	4.0	3.5	4.1
Max Green Setting (Gmax), s	7.0	42.0	7.0	24.9	7.0	47.0	6.5	24.9
Max Q Clear Time (g_c+I1), s	7.8	32.9	7.2	27.0	8.0	23.2	6.0	28.1
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	1153	52	42	959	83	33	157	38	61	177	74
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	126	1214	55	44	1009	87	35	165	40	64	186	78
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	2028	92	372	1939	167	147	285	69	203	245	103
Arrive On Green	1.00	1.00	1.00	0.69	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	512	2940	133	435	2812	242	1111	1236	300	1172	1064	446
Grp Volume(v), veh/h	126	623	646	44	541	555	35	0	205	64	0	264
Grp Sat Flow(s),veh/h/ln	512	1509	1565	435	1509	1545	1111	0	1535	1172	0	1510
Q Serve(g_s), s	9.6	0.0	0.0	3.5	17.4	17.4	3.0	0.0	11.9	5.1	0.0	16.3
Cycle Q Clear(g_c), s	27.0	0.0	0.0	3.5	17.4	17.4	19.3	0.0	11.9	17.0	0.0	16.3
Prop In Lane	1.00		0.09	1.00		0.16	1.00		0.20	1.00		0.30
Lane Grp Cap(c), veh/h	336	1041	1079	372	1041	1066	147	0	354	203	0	348
V/C Ratio(X)	0.37	0.60	0.60	0.12	0.52	0.52	0.24	0.00	0.58	0.32	0.00	0.76
Avail Cap(c_a), veh/h	336	1041	1079	372	1041	1066	224	0	461	285	0	453
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	3.4	0.0	0.0	5.4	7.5	7.5	44.9	0.0	34.2	41.7	0.0	35.9
Incr Delay (d2), s/veh	3.0	2.4	2.4	0.6	1.9	1.8	0.8	0.0	1.5	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.7	0.7	0.5	7.6	7.8	1.0	0.0	5.2	1.7	0.0	6.9
LnGrp Delay(d),s/veh	6.4	2.4	2.4	6.0	9.4	9.3	45.8	0.0	35.7	41.8	0.0	36.4
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1395			1140			240			328	
Approach Delay, s/veh		2.8			9.2			37.2			37.5	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		73.0		27.0		73.0		27.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		30.0		62.0		30.0
Max Q Clear Time (g_c+I1), s		29.0		19.0		19.4		21.3
Green Ext Time (p_c), s		29.4		1.9		36.9		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	1246	110	84	928	16	118	29	116	12	55	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	37	1312	116	88	977	17	124	31	122	13	58	95
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1509	133	165	1851	32	138	26	418	39	104	139
Arrive On Green	0.54	0.54	0.54	0.03	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	564	2806	247	1513	3035	53	236	85	1350	0	336	450
Grp Volume(v), veh/h	37	703	725	88	486	508	155	0	122	166	0	0
Grp Sat Flow(s),veh/h/ln	564	1509	1545	1513	1509	1579	321	0	1350	786	0	0
Q Serve(g_s), s	4.0	40.4	40.8	2.6	18.5	18.5	0.0	0.0	6.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.3	40.4	40.8	2.6	18.5	18.5	31.0	0.0	6.9	31.0	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.03	0.80		1.00	0.08		0.57
Lane Grp Cap(c), veh/h	312	811	831	165	920	963	164	0	419	282	0	0
V/C Ratio(X)	0.12	0.87	0.87	0.53	0.53	0.53	0.94	0.00	0.29	0.59	0.00	0.00
Avail Cap(c_a), veh/h	312	811	831	268	920	963	164	0	419	282	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	20.0	20.1	21.3	11.2	11.2	39.4	0.0	26.2	27.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	12.0	12.2	1.0	2.2	2.1	54.1	0.0	0.5	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	19.3	20.1	1.4	8.2	8.6	6.7	0.0	2.6	3.8	0.0	0.0
LnGrp Delay(d),s/veh	18.5	32.1	32.3	22.3	13.4	13.3	93.6	0.0	26.7	31.1	0.0	0.0
LnGrp LOS	B	C	C	C	B	B	F		C	C		
Approach Vol, veh/h		1465			1082			277			166	
Approach Delay, s/veh		31.8			14.1			64.1			31.1	
Approach LOS		C			B			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.2	57.8		35.0		65.0		35.0
Change Period (Y+Rc), s	3.0	4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		31.0		61.0		31.0
Max Q Clear Time (g_c+I1), s	4.6	42.8		33.0		20.5		33.0
Green Ext Time (p_c), s	0.0	0.6		0.0		0.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	171	961	123	145	722	75	103	919	135	91	874	136
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	180	1012	129	153	760	79	108	967	142	96	920	143
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	1227	156	227	1297	135	161	1032	151	152	1023	158
Arrive On Green	0.05	0.46	0.46	0.06	0.47	0.47	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1513	2693	343	1513	2760	287	1513	3821	560	1513	3789	587
Grp Volume(v), veh/h	180	567	574	153	415	424	108	731	378	96	701	362
Grp Sat Flow(s),veh/h/ln	1513	1509	1528	1513	1509	1538	1513	1445	1489	1513	1445	1485
Q Serve(g_s), s	5.0	32.7	32.8	5.5	20.1	20.2	5.0	25.1	25.2	4.7	23.4	23.5
Cycle Q Clear(g_c), s	5.0	32.7	32.8	5.5	20.1	20.2	5.0	25.1	25.2	4.7	23.4	23.5
Prop In Lane	1.00		0.22	1.00		0.19	1.00		0.38	1.00		0.40
Lane Grp Cap(c), veh/h	316	687	696	227	709	723	161	780	402	152	780	401
V/C Ratio(X)	0.57	0.82	0.83	0.67	0.59	0.59	0.67	0.94	0.94	0.63	0.90	0.90
Avail Cap(c_a), veh/h	316	687	696	281	709	723	161	780	402	152	780	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	23.7	23.8	21.1	19.4	19.4	30.7	44.7	44.7	28.8	35.2	35.2
Incr Delay (d2), s/veh	1.5	10.8	10.8	2.6	3.5	3.5	8.2	18.4	29.7	6.4	13.9	24.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	15.6	15.8	2.4	9.0	9.2	1.3	12.1	13.7	2.2	10.9	12.3
LnGrp Delay(d),s/veh	22.1	34.6	34.5	23.7	22.9	22.8	38.8	63.0	74.4	35.2	49.1	59.3
LnGrp LOS	C	C	C	C	C	C	D	E	E	D	D	E
Approach Vol, veh/h		1321			992			1217			1159	
Approach Delay, s/veh		32.8			23.0			64.4			51.1	
Approach LOS		C			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	49.5	9.0	31.0	9.0	51.0	9.0	31.0
Change Period (Y+Rc), s	3.0	4.0	3.0	* 4	3.0	4.0	3.0	* 4
Max Green Setting (Gmax), s	11.0	42.0	6.0	* 27	6.0	47.0	6.0	* 27
Max Q Clear Time (g_c+I1), s	7.5	34.8	7.0	25.5	7.0	22.2	6.7	27.2
Green Ext Time (p_c), s	0.0	0.5	0.0	1.4	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

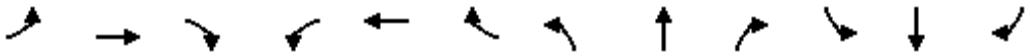
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	738	44	105	1218	35	20	147	60	49	216	55
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	57	777	46	111	1282	37	21	155	63	52	227	58
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1930	114	522	1997	58	65	333	330	80	230	55
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	415	2895	171	663	2995	86	83	1362	1350	139	941	224
Grp Volume(v), veh/h	57	405	418	111	645	674	176	0	63	337	0	0
Grp Sat Flow(s),veh/h/ln	415	1509	1558	663	1509	1573	1445	0	1350	1304	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	13.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.0	3.3	22.0	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.12		1.00	0.15		0.17
Lane Grp Cap(c), veh/h	356	1006	1039	522	1006	1049	398	0	330	365	0	0
V/C Ratio(X)	0.16	0.40	0.40	0.21	0.64	0.64	0.44	0.00	0.19	0.92	0.00	0.00
Avail Cap(c_a), veh/h	356	1006	1039	522	1006	1049	398	0	330	365	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.94	0.00	0.94	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	28.9	0.0	26.9	35.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.2	1.2	0.5	1.8	1.7	0.7	0.0	0.3	28.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.3	0.1	0.5	0.5	3.8	0.0	1.3	11.2	0.0	0.0
LnGrp Delay(d),s/veh	1.0	1.2	1.2	0.5	1.8	1.7	29.6	0.0	27.2	63.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	E		
Approach Vol, veh/h		880			1430			239			337	
Approach Delay, s/veh		1.2			1.6			29.0			63.6	
Approach LOS		A			A			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.0		26.0		64.0		26.0
Change Period (Y+Rc), s		* 4.5		4.5		* 4.5		4.5
Max Green Setting (Gmax), s		* 60		21.5		* 60		21.5
Max Q Clear Time (g_c+I1), s		2.0		10.5		2.0		24.0
Green Ext Time (p_c), s		41.4		1.9		41.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	131	588	118	80	745	18	96	832	44	42	943	214
Ideal Flow (vphpl)	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.97		1.00	1.00		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1509	2942		1509	1583		1509	4303		1509	4216	
Flt Permitted	0.21	1.00		0.31	1.00		0.22	1.00		0.26	1.00	
Satd. Flow (perm)	334	2942		488	1583		353	4303		414	4216	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	138	619	124	84	784	19	101	876	46	44	993	225
RTOR Reduction (vph)	0	22	0	0	2	0	0	13	0	0	55	0
Lane Group Flow (vph)	138	721	0	84	801	0	101	909	0	44	1163	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Effective Green, g (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	141	1242		206	668		141	1721		165	1686	
v/s Ratio Prot		0.25			c0.51			0.21			0.28	
v/s Ratio Perm	0.41			0.17			c0.29			0.11		
v/c Ratio	0.98	0.58		0.41	1.20		0.72	0.53		0.27	0.69	
Uniform Delay, d1	12.8	10.0		9.1	13.0		11.4	10.3		9.1	11.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	69.2	1.1		2.6	103.8		26.7	1.2		3.9	2.3	
Delay (s)	82.0	11.0		11.7	116.8		38.0	11.4		13.0	13.5	
Level of Service	F	B		B	F		D	B		B	B	
Approach Delay (s)		22.1			106.8			14.1			13.5	
Approach LOS		C			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	35.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	360	54	273	981	53	98	682	87	62	932	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1588	1588	1588	1620
Adj Flow Rate, veh/h	100	379	57	287	1033	56	103	718	92	65	981	88
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1238	185	514	1421	77	163	819	366	156	700	63
Arrive On Green	0.04	0.47	0.47	0.06	0.49	0.49	0.06	0.27	0.27	0.05	0.33	0.33
Sat Flow, veh/h	1513	2634	393	1513	2911	158	1513	3018	1350	1513	2801	251
Grp Volume(v), veh/h	100	216	220	287	535	554	103	718	92	65	528	541
Grp Sat Flow(s),veh/h/ln	1513	1509	1519	1513	1509	1560	1513	1509	1350	1513	1509	1544
Q Serve(g_s), s	3.5	8.8	9.0	6.0	28.1	28.2	5.1	22.8	5.3	3.2	25.0	25.0
Cycle Q Clear(g_c), s	3.5	8.8	9.0	6.0	28.1	28.2	5.1	22.8	5.3	3.2	25.0	25.0
Prop In Lane	1.00		0.26	1.00		0.10	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	237	709	714	514	736	762	163	819	366	156	377	386
V/C Ratio(X)	0.42	0.30	0.31	0.56	0.73	0.73	0.63	0.88	0.25	0.42	1.40	1.40
Avail Cap(c_a), veh/h	264	709	714	514	736	762	163	819	366	188	377	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	17.6	16.4	16.4	18.2	20.3	20.3	29.2	34.8	28.5	28.8	33.4	33.4
Incr Delay (d2), s/veh	0.4	1.1	1.1	0.8	6.2	6.0	17.3	12.7	1.6	0.6	193.8	193.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.9	4.0	3.7	12.9	13.3	2.9	10.9	2.2	1.4	30.6	31.3
LnGrp Delay(d),s/veh	18.0	17.5	17.5	19.0	26.5	26.3	46.4	47.6	30.1	29.4	227.2	227.1
LnGrp LOS	B	B	B	B	C	C	D	D	C	C	F	F
Approach Vol, veh/h		536			1376			913			1134	
Approach Delay, s/veh		17.6			24.9			45.7			215.8	
Approach LOS		B			C			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	51.0	10.0	29.0	8.2	52.8	7.9	31.1
Change Period (Y+Rc), s	3.0	4.0	3.0	4.1	3.0	4.0	3.5	4.1
Max Green Setting (Gmax), s	7.0	42.0	7.0	24.9	7.0	47.0	6.5	24.9
Max Q Clear Time (g_c+I1), s	8.0	11.0	7.1	27.0	5.5	30.2	5.2	24.8
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	83.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	611	14	43	1215	53	12	79	33	50	221	73
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	74	643	15	45	1279	56	13	83	35	53	233	77
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	2052	48	598	2005	88	120	254	107	294	274	90
Arrive On Green	1.00	1.00	1.00	0.68	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	408	3014	70	773	2945	129	1065	1062	448	1269	1144	378
Grp Volume(v), veh/h	74	322	336	45	655	680	13	0	118	53	0	310
Grp Sat Flow(s),veh/h/ln	408	1509	1576	773	1509	1565	1065	0	1509	1269	0	1522
Q Serve(g_s), s	8.9	0.0	0.0	2.0	24.5	24.6	1.2	0.0	6.5	3.6	0.0	19.5
Cycle Q Clear(g_c), s	33.5	0.0	0.0	2.0	24.5	24.6	20.6	0.0	6.5	10.0	0.0	19.5
Prop In Lane	1.00		0.04	1.00		0.08	1.00		0.30	1.00		0.25
Lane Grp Cap(c), veh/h	250	1027	1073	598	1027	1066	120	0	361	294	0	364
V/C Ratio(X)	0.30	0.31	0.31	0.08	0.64	0.64	0.11	0.00	0.33	0.18	0.00	0.85
Avail Cap(c_a), veh/h	250	1027	1073	598	1027	1066	184	0	453	371	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	0.51	0.00	0.51
Uniform Delay (d), s/veh	6.0	0.0	0.0	5.4	9.0	9.0	46.2	0.0	31.4	35.5	0.0	36.3
Incr Delay (d2), s/veh	2.9	0.8	0.7	0.2	3.0	2.9	0.4	0.0	0.5	0.1	0.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	0.2	0.5	10.9	11.3	0.4	0.0	2.7	1.3	0.0	8.8
LnGrp Delay(d),s/veh	8.9	0.8	0.7	5.7	12.0	12.0	46.6	0.0	31.9	35.7	0.0	42.8
LnGrp LOS	A	A	A	A	B	B	D		C	D		D
Approach Vol, veh/h		732			1380			131			363	
Approach Delay, s/veh		1.6			11.8			33.4			41.8	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		72.1		27.9		72.1		27.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		30.0		62.0		30.0
Max Q Clear Time (g_c+I1), s		35.5		21.5		26.6		22.6
Green Ext Time (p_c), s		21.9		1.4		27.8		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	841	69	76	1282	14	60	8	26	9	48	97
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	18	885	73	80	1349	15	63	8	27	9	51	102
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	1915	158	415	2275	25	162	16	238	41	71	126
Arrive On Green	0.68	0.68	0.68	0.03	0.74	0.74	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	397	2823	233	1513	3057	34	535	91	1350	17	405	716
Grp Volume(v), veh/h	18	473	485	80	666	698	71	0	27	162	0	0
Grp Sat Flow(s),veh/h/ln	397	1509	1547	1513	1509	1582	625	0	1350	1138	0	0
Q Serve(g_s), s	2.2	14.7	14.7	1.6	20.2	20.2	0.0	0.0	1.7	0.7	0.0	0.0
Cycle Q Clear(g_c), s	15.8	14.7	14.7	1.6	20.2	20.2	13.8	0.0	1.7	14.6	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.02	0.89		1.00	0.06		0.63
Lane Grp Cap(c), veh/h	287	1024	1050	415	1123	1177	178	0	238	238	0	0
V/C Ratio(X)	0.06	0.46	0.46	0.19	0.59	0.59	0.40	0.00	0.11	0.68	0.00	0.00
Avail Cap(c_a), veh/h	287	1024	1050	528	1123	1177	347	0	419	428	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	7.5	7.5	5.9	5.9	5.9	39.4	0.0	34.6	38.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	1.5	1.5	0.1	2.3	2.2	2.1	0.0	0.3	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	6.5	6.6	0.7	9.0	9.5	2.0	0.0	0.6	4.5	0.0	0.0
LnGrp Delay(d),s/veh	11.4	9.0	9.0	6.0	8.2	8.1	41.4	0.0	34.9	41.8	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	D		C	D		
Approach Vol, veh/h		976			1444			98			162	
Approach Delay, s/veh		9.1			8.0			39.6			41.8	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	6.6	71.8		21.6		78.4		21.6
Change Period (Y+Rc), s	3.0	4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		31.0		61.0		31.0
Max Q Clear Time (g_c+I1), s	3.6	17.8		16.6		22.2		15.8
Green Ext Time (p_c), s	0.0	0.6		1.1		0.6		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	94	627	68	153	1001	66	101	699	82	89	1066	148
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	99	660	72	161	1054	69	106	736	86	94	1122	156
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1242	135	368	1363	89	148	1064	123	199	1039	144
Arrive On Green	0.05	0.45	0.45	0.07	0.47	0.47	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1513	2745	299	1513	2876	188	1513	3941	457	1513	3850	535
Grp Volume(v), veh/h	99	362	370	161	553	570	106	538	284	94	842	436
Grp Sat Flow(s),veh/h/ln	1513	1509	1535	1513	1509	1555	1513	1445	1508	1513	1445	1494
Q Serve(g_s), s	3.6	17.3	17.4	5.8	30.4	30.5	5.0	18.1	18.3	4.6	27.0	27.0
Cycle Q Clear(g_c), s	3.6	17.3	17.4	5.8	30.4	30.5	5.0	18.1	18.3	4.6	27.0	27.0
Prop In Lane	1.00		0.19	1.00		0.12	1.00		0.30	1.00		0.36
Lane Grp Cap(c), veh/h	221	682	694	368	715	737	148	780	407	199	780	403
V/C Ratio(X)	0.45	0.53	0.53	0.44	0.77	0.77	0.72	0.69	0.70	0.47	1.08	1.08
Avail Cap(c_a), veh/h	227	682	694	417	715	737	148	780	407	199	780	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	19.7	19.8	15.3	21.8	21.9	30.4	41.5	41.6	27.3	36.5	36.5
Incr Delay (d2), s/veh	0.5	2.9	2.9	0.3	8.0	7.8	12.9	3.2	6.2	0.6	55.7	68.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.7	7.8	2.4	14.2	14.6	1.4	7.6	8.3	1.9	16.8	18.7
LnGrp Delay(d),s/veh	19.5	22.7	22.7	15.6	29.8	29.6	43.3	44.7	47.8	28.0	92.2	104.5
LnGrp LOS	B	C	C	B	C	C	D	D	D	C	F	F
Approach Vol, veh/h		831			1284			928			1372	
Approach Delay, s/veh		22.3			27.9			45.5			91.7	
Approach LOS		C			C			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	49.2	9.0	31.0	8.6	51.4	9.0	31.0
Change Period (Y+Rc), s	3.0	4.0	3.0	* 4	3.0	4.0	3.0	* 4
Max Green Setting (Gmax), s	11.0	42.0	6.0	* 27	6.0	47.0	6.0	* 27
Max Q Clear Time (g_c+I1), s	7.8	19.4	7.0	29.0	5.6	32.5	6.6	20.3
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.4	0.0	6.2

Intersection Summary	
HCM 2010 Ctrl Delay	50.4
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

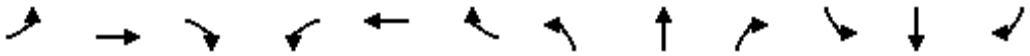
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	1214	42	148	854	46	41	255	67	69	202	44
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	101	1278	44	156	899	48	43	268	71	73	213	46
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	473	1984	68	308	1943	104	75	300	330	55	79	14
Arrive On Green	0.89	0.89	0.88	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	590	2977	102	413	2914	156	121	1225	1350	24	322	56
Grp Volume(v), veh/h	101	647	675	156	465	482	311	0	71	332	0	0
Grp Sat Flow(s),veh/h/ln	590	1509	1570	413	1509	1561	1347	0	1350	402	0	0
Q Serve(g_s), s	2.3	10.2	10.3	13.4	0.0	0.0	0.0	0.0	3.8	1.8	0.0	0.0
Cycle Q Clear(g_c), s	2.3	10.2	10.3	23.7	0.0	0.0	20.2	0.0	3.8	22.0	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.10	0.14		1.00	0.22		0.14
Lane Grp Cap(c), veh/h	473	1006	1047	308	1006	1041	375	0	330	147	0	0
V/C Ratio(X)	0.21	0.64	0.64	0.51	0.46	0.46	0.83	0.00	0.22	2.26	0.00	0.00
Avail Cap(c_a), veh/h	473	1006	1047	308	1006	1041	375	0	330	147	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.79	0.00	0.79	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.8	2.3	2.3	2.0	0.0	0.0	32.8	0.0	27.1	35.2	0.0	0.0
Incr Delay (d2), s/veh	1.0	3.2	3.1	3.3	0.9	0.8	11.8	0.0	0.3	587.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.6	4.8	1.7	0.2	0.2	8.7	0.0	1.4	27.6	0.0	0.0
LnGrp Delay(d),s/veh	2.9	5.4	5.4	5.3	0.9	0.8	44.6	0.0	27.4	622.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D		C	F		
Approach Vol, veh/h		1423			1103			382			332	
Approach Delay, s/veh		5.2			1.5			41.4			622.6	
Approach LOS		A			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.0		26.0		64.0		26.0
Change Period (Y+Rc), s		* 4.5		4.5		* 4.5		4.5
Max Green Setting (Gmax), s		* 60		21.5		* 60		21.5
Max Q Clear Time (g_c+I1), s		12.3		22.2		25.7		24.0
Green Ext Time (p_c), s		38.8		0.0		29.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	71.5
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	165	788	102	115	655	46	126	1008	75	73	949	121
Ideal Flow (vphpl)	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.98		1.00	0.99		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1509	2966		1509	1573		1509	4291		1509	4263	
Flt Permitted	0.21	1.00		0.21	1.00		0.22	1.00		0.22	1.00	
Satd. Flow (perm)	334	2966		337	1573		353	4291		353	4263	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	829	107	121	689	48	133	1061	79	77	999	127
RTOR Reduction (vph)	0	22	0	0	6	0	0	19	0	0	35	0
Lane Group Flow (vph)	174	914	0	121	731	0	133	1121	0	77	1091	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Effective Green, g (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	141	1252		142	664		141	1716		141	1705	
v/s Ratio Prot		0.31			0.46			0.26			0.26	
v/s Ratio Perm	c0.52			0.36			c0.38			0.22		
v/c Ratio	1.23	0.73		0.85	1.10		0.94	0.65		0.55	0.64	
Uniform Delay, d1	13.0	10.9		11.7	13.0		13.0	11.0		10.4	10.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	152.0	2.7		38.6	65.9		61.9	2.0		14.4	1.9	
Delay (s)	165.0	13.5		50.4	78.9		75.0	12.9		24.7	12.7	
Level of Service	F	B		D	E		E	B		C	B	
Approach Delay (s)		37.3			74.9			19.4			13.5	
Approach LOS		D			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	100.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	245	1028	61	155	741	94	99	848	159	77	680	106
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1588	1588	1588	1620
Adj Flow Rate, veh/h	258	1082	64	163	780	99	104	893	167	81	716	112
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	1361	80	233	1267	161	163	789	353	146	654	102
Arrive On Green	0.06	0.47	0.47	0.06	0.47	0.47	0.06	0.26	0.26	0.03	0.17	0.17
Sat Flow, veh/h	1513	2896	171	1513	2695	342	1513	3018	1350	1513	2616	409
Grp Volume(v), veh/h	258	564	582	163	437	442	104	893	167	81	413	415
Grp Sat Flow(s),veh/h/ln	1513	1509	1558	1513	1509	1528	1513	1509	1350	1513	1509	1516
Q Serve(g_s), s	6.0	31.6	31.6	5.8	21.6	21.6	5.2	26.1	10.4	4.0	25.0	25.0
Cycle Q Clear(g_c), s	6.0	31.6	31.6	5.8	21.6	21.6	5.2	26.1	10.4	4.0	25.0	25.0
Prop In Lane	1.00		0.11	1.00		0.22	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	316	709	732	233	709	718	163	789	353	146	377	379
V/C Ratio(X)	0.82	0.79	0.80	0.70	0.62	0.62	0.64	1.13	0.47	0.56	1.09	1.10
Avail Cap(c_a), veh/h	316	709	732	233	709	718	163	789	353	163	377	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	25.5	22.4	22.4	20.4	19.8	19.8	29.2	36.9	31.1	29.9	41.6	41.6
Incr Delay (d2), s/veh	14.2	9.0	8.7	7.6	4.0	3.9	17.7	75.0	4.5	1.1	71.3	71.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	14.9	15.4	2.8	9.8	9.9	3.0	19.1	4.3	1.7	17.9	18.0
LnGrp Delay(d),s/veh	39.8	31.4	31.2	28.0	23.7	23.7	46.9	112.0	35.6	31.0	112.9	113.2
LnGrp LOS	D	C	C	C	C	C	D	F	D	C	F	F
Approach Vol, veh/h		1404			1042			1164			909	
Approach Delay, s/veh		32.8			24.4			95.2			105.8	
Approach LOS		C			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	51.0	10.0	29.0	10.0	51.0	8.9	30.1
Change Period (Y+Rc), s	3.0	4.0	3.0	4.1	3.0	4.0	3.5	4.1
Max Green Setting (Gmax), s	7.0	42.0	7.0	24.9	7.0	47.0	6.5	24.9
Max Q Clear Time (g_c+I1), s	7.8	33.6	7.2	27.0	8.0	23.6	6.0	28.1
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.6
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	1189	52	42	985	83	33	157	38	61	177	74
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	126	1252	55	44	1037	87	35	165	40	64	186	78
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	2031	89	361	1944	163	147	285	69	203	245	103
Arrive On Green	1.00	1.00	1.00	0.69	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	499	2945	129	419	2819	236	1111	1236	300	1172	1064	446
Grp Volume(v), veh/h	126	641	666	44	555	569	35	0	205	64	0	264
Grp Sat Flow(s),veh/h/ln	499	1509	1565	419	1509	1547	1111	0	1535	1172	0	1510
Q Serve(g_s), s	10.4	0.0	0.0	3.6	18.0	18.1	3.0	0.0	11.9	5.1	0.0	16.3
Cycle Q Clear(g_c), s	28.5	0.0	0.0	3.6	18.0	18.1	19.3	0.0	11.9	17.0	0.0	16.3
Prop In Lane	1.00		0.08	1.00		0.15	1.00		0.20	1.00		0.30
Lane Grp Cap(c), veh/h	326	1041	1080	361	1041	1067	147	0	354	203	0	348
V/C Ratio(X)	0.39	0.62	0.62	0.12	0.53	0.53	0.24	0.00	0.58	0.32	0.00	0.76
Avail Cap(c_a), veh/h	326	1041	1080	361	1041	1067	224	0	461	285	0	453
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	3.7	0.0	0.0	5.4	7.6	7.6	44.9	0.0	34.2	41.7	0.0	35.9
Incr Delay (d2), s/veh	3.3	2.6	2.5	0.7	2.0	1.9	0.8	0.0	1.5	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.8	0.8	0.5	8.0	8.2	1.0	0.0	5.2	1.7	0.0	6.9
LnGrp Delay(d),s/veh	7.0	2.6	2.5	6.1	9.6	9.5	45.8	0.0	35.7	41.8	0.0	36.4
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1433			1168			240			328	
Approach Delay, s/veh		3.0			9.4			37.2			37.5	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		73.0		27.0		73.0		27.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		30.0		62.0		30.0
Max Q Clear Time (g_c+I1), s		30.5		19.0		20.1		21.3
Green Ext Time (p_c), s		28.5		1.9		36.9		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	1282	110	84	954	16	118	29	116	12	55	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	37	1349	116	88	1004	17	124	31	122	13	58	95
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	1513	130	156	1852	31	138	26	418	39	104	139
Arrive On Green	0.54	0.54	0.54	0.03	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	550	2813	241	1513	3037	51	236	85	1350	0	336	450
Grp Volume(v), veh/h	37	721	744	88	499	522	155	0	122	166	0	0
Grp Sat Flow(s),veh/h/ln	550	1509	1546	1513	1509	1579	321	0	1350	786	0	0
Q Serve(g_s), s	4.2	42.3	42.9	2.6	19.3	19.3	0.0	0.0	6.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.2	42.3	42.9	2.6	19.3	19.3	31.0	0.0	6.9	31.0	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.03	0.80		1.00	0.08		0.57
Lane Grp Cap(c), veh/h	302	811	831	156	920	963	164	0	419	282	0	0
V/C Ratio(X)	0.12	0.89	0.89	0.56	0.54	0.54	0.94	0.00	0.29	0.59	0.00	0.00
Avail Cap(c_a), veh/h	302	811	831	259	920	963	164	0	419	282	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.2	20.5	20.6	22.4	11.4	11.4	39.4	0.0	26.2	27.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	13.9	14.2	1.2	2.3	2.2	54.1	0.0	0.5	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	20.6	21.5	1.4	8.5	8.9	6.7	0.0	2.6	3.8	0.0	0.0
LnGrp Delay(d),s/veh	19.0	34.3	34.8	23.5	13.7	13.5	93.6	0.0	26.7	31.1	0.0	0.0
LnGrp LOS	B	C	C	C	B	B	F		C	C		
Approach Vol, veh/h		1502			1109			277			166	
Approach Delay, s/veh		34.2			14.4			64.1			31.1	
Approach LOS		C			B			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.2	57.8		35.0		65.0		35.0
Change Period (Y+Rc), s	3.0	4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		31.0		61.0		31.0
Max Q Clear Time (g_c+I1), s	4.6	44.9		33.0		21.3		33.0
Green Ext Time (p_c), s	0.0	0.4		0.0		0.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	179	989	123	145	741	75	103	953	135	91	899	143
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	188	1041	129	153	780	79	108	1003	142	96	946	151
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1231	152	219	1301	132	155	1037	146	148	1019	162
Arrive On Green	0.05	0.46	0.46	0.06	0.47	0.47	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1513	2703	335	1513	2767	280	1513	3841	543	1513	3773	600
Grp Volume(v), veh/h	188	581	589	153	425	434	108	754	391	96	724	373
Grp Sat Flow(s),veh/h/ln	1513	1509	1529	1513	1509	1539	1513	1445	1492	1513	1445	1482
Q Serve(g_s), s	5.0	34.1	34.1	5.5	20.8	20.8	5.0	26.0	26.1	4.7	24.4	24.5
Cycle Q Clear(g_c), s	5.0	34.1	34.1	5.5	20.8	20.8	5.0	26.0	26.1	4.7	24.4	24.5
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.36	1.00		0.40
Lane Grp Cap(c), veh/h	309	687	697	219	709	723	155	780	403	148	780	400
V/C Ratio(X)	0.61	0.84	0.85	0.70	0.60	0.60	0.70	0.97	0.97	0.65	0.93	0.93
Avail Cap(c_a), veh/h	309	687	697	273	709	723	155	780	403	148	780	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	24.1	24.1	21.6	19.6	19.6	30.7	45.1	45.1	28.8	35.6	35.6
Incr Delay (d2), s/veh	2.5	12.1	12.1	3.5	3.7	3.7	10.4	23.7	36.0	7.7	17.7	29.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	16.4	16.7	2.5	9.4	9.5	1.3	13.0	14.8	2.2	11.7	13.3
LnGrp Delay(d),s/veh	24.2	36.2	36.2	25.1	23.3	23.2	41.1	68.8	81.1	36.5	53.3	64.8
LnGrp LOS	C	D	D	C	C	C	D	E	F	D	D	E
Approach Vol, veh/h		1358			1012			1253			1193	
Approach Delay, s/veh		34.6			23.5			70.3			55.5	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	49.5	9.0	31.0	9.0	51.0	9.0	31.0
Change Period (Y+Rc), s	3.0	4.0	3.0	* 4	3.0	4.0	3.0	* 4
Max Green Setting (Gmax), s	11.0	42.0	6.0	* 27	6.0	47.0	6.0	* 27
Max Q Clear Time (g_c+I1), s	7.5	36.1	7.0	26.5	7.0	22.8	6.7	28.1
Green Ext Time (p_c), s	0.0	0.5	0.0	0.5	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	800	47	113	1309	41	21	167	64	57	246	59
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	61	842	49	119	1378	43	22	176	67	60	259	62
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	1932	112	494	1992	62	64	335	330	78	208	47
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	376	2899	169	622	2988	93	80	1369	1350	128	852	191
Grp Volume(v), veh/h	61	438	453	119	695	726	198	0	67	381	0	0
Grp Sat Flow(s),veh/h/ln	376	1509	1558	622	1509	1572	1449	0	1350	1171	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	12.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	3.6	22.0	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.06	0.11		1.00	0.16		0.16
Lane Grp Cap(c), veh/h	331	1006	1039	494	1006	1048	399	0	330	333	0	0
V/C Ratio(X)	0.18	0.44	0.44	0.24	0.69	0.69	0.50	0.00	0.20	1.15	0.00	0.00
Avail Cap(c_a), veh/h	331	1006	1039	494	1006	1048	399	0	330	333	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.85	0.00	0.85	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	29.3	0.0	27.0	36.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.4	1.3	0.6	2.2	2.1	0.8	0.0	0.3	94.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.4	0.1	0.6	0.6	4.3	0.0	1.3	17.0	0.0	0.0
LnGrp Delay(d),s/veh	1.2	1.4	1.3	0.6	2.2	2.1	30.2	0.0	27.3	131.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	F		
Approach Vol, veh/h		952			1540			265			381	
Approach Delay, s/veh		1.3			2.0			29.4			131.2	
Approach LOS		A			A			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.0		26.0		64.0		26.0
Change Period (Y+Rc), s		* 4.5		4.5		* 4.5		4.5
Max Green Setting (Gmax), s		* 60		21.5		* 60		21.5
Max Q Clear Time (g_c+I1), s		2.0		11.7		2.0		24.0
Green Ext Time (p_c), s		45.2		2.1		45.2		0.0

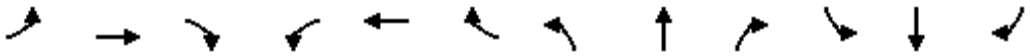
Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM Signalized Intersection Capacity Analysis
81: La Brea Ave & Fountain Ave

1/21/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	642	127	87	802	19	105	922	50	45	1041	229
Ideal Flow (vphpl)	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.98		1.00	1.00		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1509	2943		1509	1583		1509	4302		1509	4219	
Flt Permitted	0.21	1.00		0.27	1.00		0.22	1.00		0.22	1.00	
Satd. Flow (perm)	334	2943		432	1583		353	4302		353	4219	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	676	134	92	844	20	111	971	53	47	1096	241
RTOR Reduction (vph)	0	16	0	0	2	0	0	13	0	0	46	0
Lane Group Flow (vph)	147	794	0	92	862	0	111	1011	0	47	1291	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Effective Green, g (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	141	1242		182	668		141	1720		141	1687	
v/s Ratio Prot		0.27			c0.54			0.23			0.31	
v/s Ratio Perm	0.44			0.21			c0.31			0.13		
v/c Ratio	1.04	0.64		0.51	1.29		0.79	0.59		0.33	0.77	
Uniform Delay, d1	13.0	10.3		9.5	13.0		11.8	10.6		9.3	11.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	87.6	1.5		4.4	141.9		34.7	1.5		6.3	3.4	
Delay (s)	100.6	11.8		14.0	154.9		46.5	12.1		15.6	15.0	
Level of Service	F	B		B	F		D	B		B	B	
Approach Delay (s)		25.4			141.3			15.4			15.1	
Approach LOS		C			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	111.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	121	606	59	293	1167	133	102	728	93	108	997	103
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1588	1588	1588	1620
Adj Flow Rate, veh/h	127	638	62	308	1228	140	107	766	98	114	1049	108
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	1306	127	387	1304	148	163	754	338	163	691	71
Arrive On Green	0.05	0.47	0.47	0.06	0.48	0.48	0.06	0.25	0.25	0.08	0.33	0.33
Sat Flow, veh/h	1513	2780	270	1513	2732	310	1513	3018	1350	1513	2763	284
Grp Volume(v), veh/h	127	346	354	308	677	691	107	766	98	114	573	584
Grp Sat Flow(s),veh/h/ln	1513	1509	1541	1513	1509	1533	1513	1509	1350	1513	1509	1538
Q Serve(g_s), s	4.5	15.8	15.8	6.0	42.5	42.9	5.3	25.0	5.9	5.7	25.0	25.0
Cycle Q Clear(g_c), s	4.5	15.8	15.8	6.0	42.5	42.9	5.3	25.0	5.9	5.7	25.0	25.0
Prop In Lane	1.00		0.18	1.00		0.20	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	167	709	724	387	720	732	163	754	338	163	377	385
V/C Ratio(X)	0.76	0.49	0.49	0.80	0.94	0.94	0.66	1.02	0.29	0.70	1.52	1.52
Avail Cap(c_a), veh/h	178	709	724	387	720	732	163	754	338	163	377	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	23.3	18.2	18.2	24.6	24.8	24.9	29.3	37.5	30.3	28.6	33.4	33.4
Incr Delay (d2), s/veh	14.4	2.4	2.4	10.2	21.7	22.3	18.9	36.7	2.2	9.5	244.8	245.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	7.0	7.2	6.9	21.8	22.6	3.1	14.2	2.4	2.8	36.0	36.7
LnGrp Delay(d),s/veh	37.7	20.6	20.6	34.8	46.4	47.1	48.2	74.2	32.5	38.1	278.2	278.7
LnGrp LOS	D	C	C	C	D	D	D	F	C	D	F	F
Approach Vol, veh/h		827			1676			971			1271	
Approach Delay, s/veh		23.2			44.6			67.1			256.9	
Approach LOS		C			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	51.0	10.0	29.0	9.3	51.7	10.0	29.0
Change Period (Y+Rc), s	3.0	4.0	3.0	4.1	3.0	4.0	3.5	4.1
Max Green Setting (Gmax), s	7.0	42.0	7.0	24.9	7.0	47.0	6.5	24.9
Max Q Clear Time (g_c+I1), s	8.0	17.8	7.3	27.0	6.5	44.9	7.7	27.0
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	102.3
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	904	15	46	1487	60	13	92	35	58	249	78
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	79	952	16	48	1565	63	14	97	37	61	262	82
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	2003	34	453	1951	78	118	285	109	308	302	95
Arrive On Green	1.00	1.00	1.00	0.66	0.66	0.66	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	308	3037	51	578	2957	119	1032	1096	418	1250	1161	363
Grp Volume(v), veh/h	79	473	495	48	796	832	14	0	134	61	0	344
Grp Sat Flow(s),veh/h/ln	308	1509	1579	578	1509	1567	1032	0	1514	1250	0	1524
Q Serve(g_s), s	24.5	0.0	0.0	3.1	38.0	38.5	1.3	0.0	7.2	4.2	0.0	21.6
Cycle Q Clear(g_c), s	63.0	0.0	0.0	3.1	38.0	38.5	22.9	0.0	7.2	11.3	0.0	21.6
Prop In Lane	1.00		0.03	1.00		0.08	1.00		0.28	1.00		0.24
Lane Grp Cap(c), veh/h	157	995	1042	453	995	1034	118	0	394	308	0	397
V/C Ratio(X)	0.50	0.48	0.48	0.11	0.80	0.80	0.12	0.00	0.34	0.20	0.00	0.87
Avail Cap(c_a), veh/h	157	995	1042	453	995	1034	159	0	454	357	0	457
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	0.18	0.00	0.18
Uniform Delay (d), s/veh	18.4	0.0	0.0	6.3	12.3	12.3	46.3	0.0	30.0	34.6	0.0	35.3
Incr Delay (d2), s/veh	10.7	1.6	1.5	0.5	6.7	6.7	0.4	0.0	0.5	0.1	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.4	0.4	0.6	17.6	18.3	0.4	0.0	3.1	1.4	0.0	9.4
LnGrp Delay(d),s/veh	29.1	1.6	1.5	6.8	19.0	19.0	46.7	0.0	30.5	34.7	0.0	38.4
LnGrp LOS	C	A	A	A	B	B	D		C	C		D
Approach Vol, veh/h		1047			1676			148			405	
Approach Delay, s/veh		3.6			18.6			32.1			37.8	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		70.0		30.0		70.0		30.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		30.0		62.0		30.0
Max Q Clear Time (g_c+I1), s		65.0		23.6		40.5		24.9
Green Ext Time (p_c), s		0.0		1.4		20.4		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	1154	74	81	1561	15	64	9	28	10	51	104
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	19	1215	78	85	1643	16	67	9	29	11	54	109
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1825	117	263	2143	21	164	17	297	42	84	146
Arrive On Green	0.63	0.63	0.63	0.03	0.70	0.70	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	299	2880	185	1513	3062	30	436	78	1350	15	381	665
Grp Volume(v), veh/h	19	636	657	85	809	850	76	0	29	174	0	0
Grp Sat Flow(s),veh/h/ln	299	1509	1556	1513	1509	1583	514	0	1350	1062	0	0
Q Serve(g_s), s	4.4	26.7	26.8	2.0	34.7	34.8	0.0	0.0	1.7	0.8	0.0	0.0
Cycle Q Clear(g_c), s	32.6	26.7	26.8	2.0	34.7	34.8	18.3	0.0	1.7	19.1	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.02	0.88		1.00	0.06		0.63
Lane Grp Cap(c), veh/h	177	956	986	263	1056	1108	181	0	297	272	0	0
V/C Ratio(X)	0.11	0.67	0.67	0.32	0.77	0.77	0.42	0.00	0.10	0.64	0.00	0.00
Avail Cap(c_a), veh/h	177	956	986	374	1056	1108	293	0	419	399	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.4	11.6	11.6	11.0	9.7	9.7	37.1	0.0	31.1	34.8	0.0	0.0
Incr Delay (d2), s/veh	1.2	3.7	3.6	0.3	5.3	5.1	2.2	0.0	0.2	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	11.9	12.3	0.8	15.7	16.4	2.1	0.0	0.7	4.4	0.0	0.0
LnGrp Delay(d),s/veh	23.7	15.3	15.2	11.2	15.0	14.8	39.4	0.0	31.3	37.3	0.0	0.0
LnGrp LOS	C	B	B	B	B	B	D		C	D		
Approach Vol, veh/h		1312			1744			105			174	
Approach Delay, s/veh		15.3			14.7			37.1			37.3	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	6.6	67.4		26.0		74.0		26.0
Change Period (Y+Rc), s	3.0	4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		31.0		61.0		31.0
Max Q Clear Time (g_c+I1), s	4.0	34.6		21.1		36.8		20.3
Green Ext Time (p_c), s	0.0	0.8		0.9		0.8		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

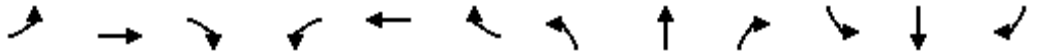
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	922	80	194	1253	73	117	783	112	100	1169	157
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	101	971	84	204	1319	77	123	824	118	105	1231	165
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	1228	106	267	1373	80	148	1036	147	176	1045	140
Arrive On Green	0.05	0.44	0.44	0.08	0.47	0.47	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1513	2811	243	1513	2898	169	1513	3836	546	1513	3869	519
Grp Volume(v), veh/h	101	521	534	204	685	711	123	620	322	105	920	476
Grp Sat Flow(s),veh/h/ln	1513	1509	1545	1513	1509	1558	1513	1445	1492	1513	1445	1497
Q Serve(g_s), s	3.8	29.7	29.7	7.3	43.8	44.1	5.0	21.0	21.2	5.0	27.0	27.0
Cycle Q Clear(g_c), s	3.8	29.7	29.7	7.3	43.8	44.1	5.0	21.0	21.2	5.0	27.0	27.0
Prop In Lane	1.00		0.16	1.00		0.11	1.00		0.37	1.00		0.35
Lane Grp Cap(c), veh/h	151	659	675	267	715	738	148	780	403	176	780	404
V/C Ratio(X)	0.67	0.79	0.79	0.76	0.96	0.96	0.83	0.79	0.80	0.60	1.18	1.18
Avail Cap(c_a), veh/h	156	659	675	292	715	738	148	780	403	176	780	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	24.2	24.2	20.6	25.4	25.5	33.2	42.8	42.9	28.8	36.5	36.5
Incr Delay (d2), s/veh	8.0	9.4	9.2	9.0	25.0	25.2	28.9	6.2	11.8	3.8	93.4	103.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	14.0	14.3	3.7	23.1	24.1	2.5	9.1	10.1	1.0	20.9	22.7
LnGrp Delay(d),s/veh	31.9	33.6	33.4	29.5	50.4	50.6	62.2	49.0	54.7	32.6	129.9	139.7
LnGrp LOS	C	C	C	C	D	D	E	D	D	C	F	F
Approach Vol, veh/h		1156			1600			1065			1501	
Approach Delay, s/veh		33.4			47.9			52.2			126.2	
Approach LOS		C			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	47.7	9.0	31.0	8.6	51.4	9.0	31.0
Change Period (Y+Rc), s	3.0	4.0	3.0	* 4	3.0	4.0	3.0	* 4
Max Green Setting (Gmax), s	11.0	42.0	6.0	* 27	6.0	47.0	6.0	* 27
Max Q Clear Time (g_c+I1), s	9.3	31.7	7.0	29.0	5.8	46.1	7.0	23.2
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.2	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	67.7
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



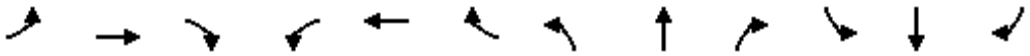
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	1308	45	159	928	54	44	289	72	77	227	47
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	108	1377	47	167	977	57	46	304	76	81	239	49
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	442	1985	68	222	1932	113	74	300	330	49	54	8
Arrive On Green	0.67	0.67	0.66	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	543	2978	102	375	2898	169	119	1228	1350	0	222	34
Grp Volume(v), veh/h	108	697	727	167	509	525	350	0	76	369	0	0
Grp Sat Flow(s),veh/h/ln	543	1509	1570	375	1509	1558	1347	0	1350	256	0	0
Q Serve(g_s), s	7.4	25.8	25.9	34.1	0.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	25.8	25.9	60.0	0.0	0.0	22.0	0.0	4.1	22.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.11	0.13		1.00	0.22		0.13
Lane Grp Cap(c), veh/h	442	1006	1047	222	1006	1039	374	0	330	111	0	0
V/C Ratio(X)	0.24	0.69	0.69	0.75	0.51	0.51	0.93	0.00	0.23	3.31	0.00	0.00
Avail Cap(c_a), veh/h	442	1006	1047	222	1006	1039	374	0	330	111	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.50	0.00	0.50	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	9.3	9.3	15.5	0.0	0.0	34.1	0.0	27.2	33.7	0.0	0.0
Incr Delay (d2), s/veh	1.3	3.9	3.8	12.3	1.0	1.0	18.8	0.0	0.2	1064.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.6	12.2	4.9	0.3	0.3	10.6	0.0	1.5	35.7	0.0	0.0
LnGrp Delay(d),s/veh	7.6	13.2	13.1	27.8	1.0	1.0	53.0	0.0	27.4	1097.9	0.0	0.0
LnGrp LOS	A	B	B	C	A	A	D		C	F		
Approach Vol, veh/h		1532			1201			426			369	
Approach Delay, s/veh		12.8			4.7			48.4			1097.9	
Approach LOS		B			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.0		26.0		64.0		26.0
Change Period (Y+Rc), s		* 4.5		4.5		* 4.5		4.5
Max Green Setting (Gmax), s		* 60		21.5		* 60		21.5
Max Q Clear Time (g_c+I1), s		27.9		24.0		62.0		24.0
Green Ext Time (p_c), s		28.8		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	127.8
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	851	112	127	718	49	137	1125	82	78	1051	130
Ideal Flow (vphpl)	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.98		1.00	0.99		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1509	2965		1509	1573		1509	4292		1509	4264	
Flt Permitted	0.21	1.00		0.21	1.00		0.22	1.00		0.22	1.00	
Satd. Flow (perm)	334	2965		334	1573		353	4292		353	4264	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	896	118	134	756	52	144	1184	86	82	1106	137
RTOR Reduction (vph)	0	15	0	0	6	0	0	18	0	0	34	0
Lane Group Flow (vph)	186	999	0	134	802	0	144	1252	0	82	1209	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Effective Green, g (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	141	1251		141	664		141	1716		141	1705	
v/s Ratio Prot		0.34			0.51			0.29			0.28	
v/s Ratio Perm	c0.56			0.40			c0.41			0.23		
v/c Ratio	1.32	0.80		0.95	1.21		1.02	0.73		0.58	0.71	
Uniform Delay, d1	13.0	11.3		12.5	13.0		13.5	11.4		10.6	11.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	184.7	4.2		61.6	107.4		81.5	2.8		16.3	2.5	
Delay (s)	197.7	15.5		74.2	120.4		95.0	14.2		26.9	13.8	
Level of Service	F	B		E	F		F	B		C	B	
Approach Delay (s)		43.7			113.8			22.4			14.6	
Approach LOS		D			F			C			B	

Intersection Summary			
HCM 2000 Control Delay	43.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	108.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	281	1305	67	166	1052	165	110	914	170	171	728	137
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1588	1588	1588	1620
Adj Flow Rate, veh/h	296	1374	71	175	1107	174	116	962	179	180	766	144
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	1372	71	163	1229	193	163	754	338	163	634	119
Arrive On Green	0.06	0.47	0.47	0.06	0.47	0.47	0.06	0.25	0.25	0.06	0.25	0.25
Sat Flow, veh/h	1513	2920	151	1513	2615	410	1513	3018	1350	1513	2536	477
Grp Volume(v), veh/h	296	709	736	175	638	643	116	962	179	180	456	454
Grp Sat Flow(s),veh/h/ln	1513	1509	1562	1513	1509	1516	1513	1509	1350	1513	1509	1504
Q Serve(g_s), s	6.0	46.9	47.0	6.0	38.8	39.1	5.8	25.0	11.5	6.0	25.0	25.0
Cycle Q Clear(g_c), s	6.0	46.9	47.0	6.0	38.8	39.1	5.8	25.0	11.5	6.0	25.0	25.0
Prop In Lane	1.00		0.10	1.00		0.27	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	192	709	734	163	709	712	163	754	338	163	377	376
V/C Ratio(X)	1.54	1.00	1.00	1.08	0.90	0.90	0.71	1.28	0.53	1.11	1.21	1.21
Avail Cap(c_a), veh/h	192	709	734	163	709	712	163	754	338	163	377	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	26.4	26.5	26.5	24.4	24.3	24.4	29.5	37.5	32.4	34.7	37.5	37.5
Incr Delay (d2), s/veh	266.4	33.6	34.0	92.0	16.6	17.0	23.3	134.0	5.9	97.2	113.6	113.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	26.1	27.1	8.6	19.4	19.6	3.5	24.4	4.8	6.4	22.3	22.2
LnGrp Delay(d),s/veh	292.8	60.1	60.5	116.4	40.9	41.4	52.7	171.5	38.3	131.9	151.1	151.3
LnGrp LOS	F	E	F	F	D	D	D	F	D	F	F	F
Approach Vol, veh/h		1741			1456			1257			1090	
Approach Delay, s/veh		99.8			50.2			141.6			148.0	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	51.0	10.0	29.0	10.0	51.0	10.0	29.0
Change Period (Y+Rc), s	3.0	4.0	3.0	4.1	3.0	4.0	3.5	4.1
Max Green Setting (Gmax), s	7.0	42.0	7.0	24.9	7.0	47.0	6.5	24.9
Max Q Clear Time (g_c+I1), s	8.0	49.0	7.8	27.0	8.0	41.1	8.0	27.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	105.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	129	1549	56	45	1360	94	35	183	41	68	200	79
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	136	1631	59	47	1432	99	37	193	43	72	211	83
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	1990	72	266	1919	132	147	315	70	202	272	107
Arrive On Green	1.00	1.00	1.00	0.67	0.67	0.67	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	338	2971	107	290	2865	197	1081	1258	280	1140	1086	427
Grp Volume(v), veh/h	136	826	864	47	752	779	37	0	236	72	0	294
Grp Sat Flow(s),veh/h/ln	338	1509	1569	290	1509	1553	1081	0	1539	1140	0	1513
Q Serve(g_s), s	33.7	0.0	0.0	6.4	32.8	33.3	3.3	0.0	13.6	6.0	0.0	18.1
Cycle Q Clear(g_c), s	67.0	0.0	0.0	6.4	32.8	33.3	21.4	0.0	13.6	19.6	0.0	18.1
Prop In Lane	1.00		0.07	1.00		0.13	1.00		0.18	1.00		0.28
Lane Grp Cap(c), veh/h	186	1011	1051	266	1011	1040	147	0	385	202	0	379
V/C Ratio(X)	0.73	0.82	0.82	0.18	0.74	0.75	0.25	0.00	0.61	0.36	0.00	0.78
Avail Cap(c_a), veh/h	186	1011	1051	266	1011	1040	201	0	462	259	0	454
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	19.3	0.0	0.0	6.5	10.9	10.9	44.8	0.0	33.2	41.9	0.0	34.9
Incr Delay (d2), s/veh	21.4	7.0	7.0	1.4	5.0	4.9	0.9	0.0	1.7	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	2.0	2.0	0.6	14.8	15.5	1.0	0.0	6.0	1.9	0.0	7.6
LnGrp Delay(d),s/veh	40.7	7.0	7.0	7.9	15.8	15.9	45.7	0.0	34.9	42.0	0.0	35.6
LnGrp LOS	D	A	A	A	B	B	D		C	D		D
Approach Vol, veh/h		1826			1578			273			366	
Approach Delay, s/veh		9.5			15.6			36.4			36.8	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		71.0		29.0		71.0		29.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		30.0		62.0		30.0
Max Q Clear Time (g_c+I1), s		69.0		21.6		35.3		23.4
Green Ext Time (p_c), s		0.0		1.9		26.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	1652	118	90	1332	17	127	31	124	13	59	96
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	40	1739	124	95	1402	18	134	33	131	14	62	101
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1530	108	125	1861	24	138	26	418	39	104	138
Arrive On Green	0.53	0.53	0.53	0.04	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	376	2860	202	1513	3051	39	237	84	1350	0	336	446
Grp Volume(v), veh/h	40	909	954	95	693	727	167	0	131	177	0	0
Grp Sat Flow(s),veh/h/ln	376	1509	1553	1513	1509	1581	320	0	1350	782	0	0
Q Serve(g_s), s	8.6	53.5	53.5	2.8	33.1	33.2	0.0	0.0	7.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	34.3	53.5	53.5	2.8	33.1	33.2	31.0	0.0	7.4	31.0	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.02	0.80		1.00	0.08		0.57
Lane Grp Cap(c), veh/h	177	807	831	125	920	965	164	0	419	281	0	0
V/C Ratio(X)	0.23	1.13	1.15	0.76	0.75	0.75	1.02	0.00	0.31	0.63	0.00	0.00
Avail Cap(c_a), veh/h	177	807	831	223	920	965	164	0	419	281	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.2	23.3	23.3	24.3	14.1	14.1	40.0	0.0	26.4	28.1	0.0	0.0
Incr Delay (d2), s/veh	3.0	72.5	80.6	3.5	5.7	5.4	74.8	0.0	0.6	4.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	38.5	41.4	1.5	15.1	15.8	7.9	0.0	2.8	4.2	0.0	0.0
LnGrp Delay(d),s/veh	32.1	95.8	103.8	27.8	19.7	19.5	115.0	0.0	27.0	32.6	0.0	0.0
LnGrp LOS	C	F	F	C	B	B	F		C	C		
Approach Vol, veh/h		1903			1515			298			177	
Approach Delay, s/veh		98.5			20.1			76.3			32.6	
Approach LOS		F			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.5	57.5		35.0		65.0		35.0
Change Period (Y+Rc), s	3.0	4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		31.0		61.0		31.0
Max Q Clear Time (g_c+I1), s	4.8	55.5		33.0		35.2		33.0
Green Ext Time (p_c), s	0.0	0.0		0.0		1.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	63.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	185	1328	148	194	1095	85	125	1068	193	101	1004	147
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	195	1398	156	204	1153	89	132	1124	203	106	1057	155
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1163	129	217	1335	103	148	997	180	148	1032	151
Arrive On Green	0.05	0.42	0.42	0.10	0.47	0.47	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1513	2740	304	1513	2839	219	1513	3694	667	1513	3821	559
Grp Volume(v), veh/h	195	766	788	204	612	630	132	879	448	106	799	413
Grp Sat Flow(s),veh/h/ln	1513	1509	1535	1513	1509	1550	1513	1445	1471	1513	1445	1490
Q Serve(g_s), s	5.0	42.4	42.4	8.6	36.2	36.3	5.0	27.0	27.0	5.0	27.0	27.0
Cycle Q Clear(g_c), s	5.0	42.4	42.4	8.6	36.2	36.3	5.0	27.0	27.0	5.0	27.0	27.0
Prop In Lane	1.00		0.20	1.00		0.14	1.00		0.45	1.00		0.38
Lane Grp Cap(c), veh/h	191	640	651	217	709	728	148	780	397	148	780	402
V/C Ratio(X)	1.02	1.20	1.21	0.94	0.86	0.86	0.89	1.13	1.13	0.72	1.02	1.03
Avail Cap(c_a), veh/h	191	640	651	223	709	728	148	780	397	148	780	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	28.8	28.8	26.7	23.6	23.7	34.4	45.5	45.5	29.7	36.5	36.5
Incr Delay (d2), s/veh	70.8	102.9	108.6	42.8	13.2	13.0	41.9	72.4	83.5	13.5	38.5	51.7
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	35.9	37.6	8.1	17.6	18.0	3.3	18.6	20.2	1.4	14.9	16.8
LnGrp Delay(d),s/veh	102.5	131.7	137.4	69.4	36.8	36.7	76.3	117.9	129.0	43.2	75.0	88.2
LnGrp LOS	F	F	F	E	D	D	E	F	F	D	F	F
Approach Vol, veh/h		1749			1446			1459			1318	
Approach Delay, s/veh		131.0			41.4			117.6			76.6	
Approach LOS		F			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	46.4	9.0	31.0	9.0	51.0	9.0	31.0
Change Period (Y+Rc), s	3.0	4.0	3.0	* 4	3.0	4.0	3.0	* 4
Max Green Setting (Gmax), s	11.0	42.0	6.0	* 27	6.0	47.0	6.0	* 27
Max Q Clear Time (g_c+I1), s	10.6	44.4	7.0	29.0	7.0	38.3	7.0	29.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	94.0
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

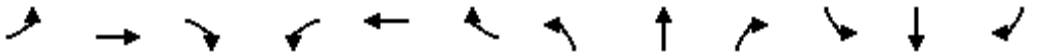
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	807	47	113	1314	41	21	168	64	57	247	59
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	61	849	49	119	1383	43	22	177	67	60	260	62
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	1933	112	492	1992	62	64	335	330	77	208	46
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	374	2900	167	618	2988	93	80	1370	1350	127	851	189
Grp Volume(v), veh/h	61	442	456	119	698	728	199	0	67	382	0	0
Grp Sat Flow(s),veh/h/ln	374	1509	1559	618	1509	1572	1449	0	1350	1167	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	12.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	3.6	22.0	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.06	0.11		1.00	0.16		0.16
Lane Grp Cap(c), veh/h	329	1006	1039	492	1006	1048	399	0	330	332	0	0
V/C Ratio(X)	0.19	0.44	0.44	0.24	0.69	0.70	0.50	0.00	0.20	1.15	0.00	0.00
Avail Cap(c_a), veh/h	329	1006	1039	492	1006	1048	399	0	330	332	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.83	0.00	0.83	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	29.4	0.0	27.0	36.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.4	1.3	0.6	2.2	2.1	0.8	0.0	0.3	97.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.4	0.1	0.6	0.6	4.3	0.0	1.3	17.2	0.0	0.0
LnGrp Delay(d),s/veh	1.2	1.4	1.3	0.6	2.2	2.1	30.2	0.0	27.3	133.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	F		
Approach Vol, veh/h		959			1545			266			382	
Approach Delay, s/veh		1.4			2.1			29.4			133.5	
Approach LOS		A			A			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.0		26.0		64.0		26.0
Change Period (Y+Rc), s		* 4.5		4.5		* 4.5		4.5
Max Green Setting (Gmax), s		* 60		21.5		* 60		21.5
Max Q Clear Time (g_c+I1), s		2.0		11.7		2.0		24.0
Green Ext Time (p_c), s		45.4		2.1		45.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	649	127	87	807	19	105	944	50	45	1069	229
Ideal Flow (vphpl)	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.98		1.00	1.00		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1509	2943		1509	1583		1509	4303		1509	4221	
Flt Permitted	0.21	1.00		0.27	1.00		0.22	1.00		0.22	1.00	
Satd. Flow (perm)	334	2943		426	1583		353	4303		353	4221	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	683	134	92	849	20	111	994	53	47	1125	241
RTOR Reduction (vph)	0	14	0	0	2	0	0	13	0	0	45	0
Lane Group Flow (vph)	147	803	0	92	867	0	111	1034	0	47	1321	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Effective Green, g (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	141	1242		179	668		141	1721		141	1688	
v/s Ratio Prot		0.27			c0.55			0.24			0.31	
v/s Ratio Perm	0.44			0.22			c0.31			0.13		
v/c Ratio	1.04	0.65		0.51	1.30		0.79	0.60		0.33	0.78	
Uniform Delay, d1	13.0	10.3		9.6	13.0		11.8	10.7		9.3	11.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	87.6	1.6		4.7	145.1		34.7	1.6		6.3	3.7	
Delay (s)	100.6	11.9		14.3	158.1		46.5	12.2		15.6	15.5	
Level of Service	F	B		B	F		D	B		B	B	
Approach Delay (s)		25.4			144.3			15.5			15.5	
Approach LOS		C			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	45.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	112.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	121	612	59	293	1181	133	102	731	93	108	999	103
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1588	1588	1588	1620
Adj Flow Rate, veh/h	127	644	62	308	1243	140	107	769	98	114	1052	108
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	1308	126	385	1305	147	163	754	338	163	691	71
Arrive On Green	0.05	0.47	0.47	0.06	0.48	0.48	0.06	0.25	0.25	0.08	0.33	0.33
Sat Flow, veh/h	1513	2782	268	1513	2736	307	1513	3018	1350	1513	2764	284
Grp Volume(v), veh/h	127	349	357	308	684	699	107	769	98	114	574	586
Grp Sat Flow(s),veh/h/ln	1513	1509	1541	1513	1509	1534	1513	1509	1350	1513	1509	1538
Q Serve(g_s), s	4.5	15.9	16.0	6.0	43.3	43.8	5.3	25.0	5.9	5.7	25.0	25.0
Cycle Q Clear(g_c), s	4.5	15.9	16.0	6.0	43.3	43.8	5.3	25.0	5.9	5.7	25.0	25.0
Prop In Lane	1.00		0.17	1.00		0.20	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	163	709	724	385	720	732	163	754	338	163	377	385
V/C Ratio(X)	0.78	0.49	0.49	0.80	0.95	0.96	0.66	1.02	0.29	0.70	1.52	1.52
Avail Cap(c_a), veh/h	174	709	724	385	720	732	163	754	338	163	377	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	23.4	18.3	18.3	24.8	25.0	25.1	29.3	37.5	30.3	28.6	33.4	33.4
Incr Delay (d2), s/veh	16.6	2.4	2.4	10.7	23.2	24.0	18.9	37.7	2.2	9.5	246.5	247.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.1	7.2	7.0	22.5	23.3	3.1	14.3	2.4	2.8	36.2	36.9
LnGrp Delay(d),s/veh	40.0	20.7	20.7	35.4	48.2	49.1	48.2	75.2	32.5	38.1	279.8	280.4
LnGrp LOS	D	C	C	D	D	D	D	F	C	D	F	F
Approach Vol, veh/h		833			1691			974			1274	
Approach Delay, s/veh		23.6			46.3			68.0			258.5	
Approach LOS		C			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	51.0	10.0	29.0	9.3	51.7	10.0	29.0
Change Period (Y+Rc), s	3.0	4.0	3.0	4.1	3.0	4.0	3.5	4.1
Max Green Setting (Gmax), s	7.0	42.0	7.0	24.9	7.0	47.0	6.5	24.9
Max Q Clear Time (g_c+I1), s	8.0	18.0	7.3	27.0	6.5	45.8	7.7	27.0
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	103.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	921	15	46	1513	60	13	92	35	58	249	78
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	79	969	16	48	1593	63	14	97	37	61	262	82
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	2004	33	447	1953	77	118	285	109	308	302	95
Arrive On Green	1.00	1.00	1.00	0.66	0.66	0.66	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	300	3038	50	569	2960	117	1032	1096	418	1250	1161	363
Grp Volume(v), veh/h	79	481	504	48	810	846	14	0	134	61	0	344
Grp Sat Flow(s),veh/h/ln	300	1509	1579	569	1509	1568	1032	0	1514	1250	0	1524
Q Serve(g_s), s	26.0	0.0	0.0	3.1	39.4	39.9	1.3	0.0	7.2	4.2	0.0	21.6
Cycle Q Clear(g_c), s	66.0	0.0	0.0	3.1	39.4	39.9	22.9	0.0	7.2	11.3	0.0	21.6
Prop In Lane	1.00		0.03	1.00		0.07	1.00		0.28	1.00		0.24
Lane Grp Cap(c), veh/h	150	995	1042	447	995	1034	118	0	394	308	0	397
V/C Ratio(X)	0.53	0.48	0.48	0.11	0.81	0.82	0.12	0.00	0.34	0.20	0.00	0.87
Avail Cap(c_a), veh/h	150	995	1042	447	995	1034	159	0	454	357	0	457
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	0.16	0.00	0.16
Uniform Delay (d), s/veh	20.1	0.0	0.0	6.3	12.5	12.6	46.3	0.0	30.0	34.6	0.0	35.3
Incr Delay (d2), s/veh	12.1	1.6	1.5	0.5	7.3	7.2	0.4	0.0	0.5	0.1	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.4	0.4	0.6	18.2	19.0	0.4	0.0	3.1	1.4	0.0	9.4
LnGrp Delay(d),s/veh	32.2	1.6	1.5	6.8	19.7	19.8	46.7	0.0	30.5	34.7	0.0	38.1
LnGrp LOS	C	A	A	A	B	B	D		C	C		D
Approach Vol, veh/h		1064			1704			148			405	
Approach Delay, s/veh		3.8			19.4			32.1			37.6	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		70.0		30.0		70.0		30.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		30.0		62.0		30.0
Max Q Clear Time (g_c+I1), s		68.0		23.6		41.9		24.9
Green Ext Time (p_c), s		0.0		1.4		19.2		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	1171	74	81	1587	15	64	9	28	10	51	104
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	19	1233	78	85	1671	16	67	9	29	11	54	109
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	1827	115	257	2143	21	164	17	297	42	84	146
Arrive On Green	0.63	0.63	0.63	0.03	0.70	0.70	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	291	2883	182	1513	3063	29	436	78	1350	15	381	665
Grp Volume(v), veh/h	19	645	666	85	823	864	76	0	29	174	0	0
Grp Sat Flow(s),veh/h/ln	291	1509	1556	1513	1509	1583	514	0	1350	1062	0	0
Q Serve(g_s), s	4.6	27.3	27.4	2.0	36.0	36.1	0.0	0.0	1.7	0.8	0.0	0.0
Cycle Q Clear(g_c), s	34.1	27.3	27.4	2.0	36.0	36.1	18.3	0.0	1.7	19.1	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.02	0.88		1.00	0.06		0.63
Lane Grp Cap(c), veh/h	171	956	986	257	1056	1108	181	0	297	272	0	0
V/C Ratio(X)	0.11	0.67	0.68	0.33	0.78	0.78	0.42	0.00	0.10	0.64	0.00	0.00
Avail Cap(c_a), veh/h	171	956	986	369	1056	1108	293	0	419	399	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.4	11.7	11.7	11.2	9.9	9.9	37.1	0.0	31.1	34.8	0.0	0.0
Incr Delay (d2), s/veh	1.3	3.8	3.7	0.3	5.7	5.5	2.2	0.0	0.2	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	12.3	12.7	0.9	16.3	17.3	2.1	0.0	0.7	4.4	0.0	0.0
LnGrp Delay(d),s/veh	24.7	15.5	15.4	11.5	15.6	15.4	39.4	0.0	31.3	37.3	0.0	0.0
LnGrp LOS	C	B	B	B	B	B	D		C	D		
Approach Vol, veh/h		1330			1772			105			174	
Approach Delay, s/veh		15.6			15.3			37.1			37.3	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	6.6	67.4		26.0		74.0		26.0
Change Period (Y+Rc), s	3.0	4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		31.0		61.0		31.0
Max Q Clear Time (g_c+I1), s	4.0	36.1		21.1		38.1		20.3
Green Ext Time (p_c), s	0.0	0.8		0.9		0.8		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	935	80	194	1276	73	117	801	112	100	1193	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	106	984	84	204	1343	77	123	843	118	105	1256	168
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	1229	105	263	1373	79	148	1039	145	173	1045	140
Arrive On Green	0.05	0.44	0.44	0.08	0.47	0.47	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1513	2814	240	1513	2902	166	1513	3848	536	1513	3870	518
Grp Volume(v), veh/h	106	527	541	204	697	723	123	632	329	105	938	486
Grp Sat Flow(s),veh/h/ln	1513	1509	1546	1513	1509	1559	1513	1445	1494	1513	1445	1497
Q Serve(g_s), s	4.0	30.3	30.3	7.3	45.2	45.6	5.0	21.5	21.6	5.0	27.0	27.0
Cycle Q Clear(g_c), s	4.0	30.3	30.3	7.3	45.2	45.6	5.0	21.5	21.6	5.0	27.0	27.0
Prop In Lane	1.00		0.16	1.00		0.11	1.00		0.36	1.00		0.35
Lane Grp Cap(c), veh/h	146	659	675	263	714	738	148	780	403	173	780	404
V/C Ratio(X)	0.73	0.80	0.80	0.78	0.98	0.98	0.83	0.81	0.82	0.61	1.20	1.20
Avail Cap(c_a), veh/h	150	659	675	288	714	738	148	780	403	173	780	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	24.4	24.4	20.8	25.8	25.9	33.2	43.0	43.1	28.9	36.5	36.5
Incr Delay (d2), s/veh	13.6	9.9	9.7	9.9	28.4	28.6	28.9	6.9	13.0	4.3	103.0	112.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	14.4	14.7	3.7	24.4	25.3	2.5	9.4	10.4	1.0	21.9	23.7
LnGrp Delay(d),s/veh	37.6	34.3	34.1	30.7	54.2	54.5	62.2	49.9	56.1	33.3	139.5	148.9
LnGrp LOS	D	C	C	C	D	D	E	D	E	C	F	F
Approach Vol, veh/h		1174			1624			1084			1529	
Approach Delay, s/veh		34.5			51.4			53.2			135.2	
Approach LOS		C			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	47.7	9.0	31.0	8.7	51.3	9.0	31.0
Change Period (Y+Rc), s	3.0	4.0	3.0	* 4	3.0	4.0	3.0	* 4
Max Green Setting (Gmax), s	11.0	42.0	6.0	* 27	6.0	47.0	6.0	* 27
Max Q Clear Time (g_c+I1), s	9.3	32.3	7.0	29.0	6.0	47.6	7.0	23.6
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.0	0.0	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	71.8
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	1321	45	159	939	54	44	292	72	77	229	47
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	108	1391	47	167	988	57	46	307	76	81	241	49
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	1986	67	218	1933	112	74	301	330	49	54	8
Arrive On Green	0.67	0.67	0.66	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	538	2979	101	370	2900	167	118	1230	1350	0	222	34
Grp Volume(v), veh/h	108	704	734	167	514	531	353	0	76	371	0	0
Grp Sat Flow(s),veh/h/ln	538	1509	1570	370	1509	1559	1348	0	1350	256	0	0
Q Serve(g_s), s	7.5	26.2	26.4	33.6	0.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.5	26.2	26.4	60.0	0.0	0.0	22.0	0.0	4.1	22.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.11	0.13		1.00	0.22		0.13
Lane Grp Cap(c), veh/h	438	1006	1047	218	1006	1039	375	0	330	111	0	0
V/C Ratio(X)	0.25	0.70	0.70	0.77	0.51	0.51	0.94	0.00	0.23	3.33	0.00	0.00
Avail Cap(c_a), veh/h	438	1006	1047	218	1006	1039	375	0	330	111	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.46	0.00	0.46	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	9.4	9.4	16.1	0.0	0.0	34.2	0.0	27.2	33.7	0.0	0.0
Incr Delay (d2), s/veh	1.3	4.0	3.9	13.2	1.0	1.0	19.0	0.0	0.2	1072.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.9	12.4	4.9	0.3	0.3	10.7	0.0	1.5	35.9	0.0	0.0
LnGrp Delay(d),s/veh	7.6	13.4	13.3	29.3	1.0	1.0	53.2	0.0	27.4	1106.5	0.0	0.0
LnGrp LOS	A	B	B	C	A	A	D		C	F		
Approach Vol, veh/h		1546			1212			429			371	
Approach Delay, s/veh		13.0			4.9			48.6			1106.5	
Approach LOS		B			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.0		26.0		64.0		26.0
Change Period (Y+Rc), s		* 4.5		4.5		* 4.5		4.5
Max Green Setting (Gmax), s		* 60		21.5		* 60		21.5
Max Q Clear Time (g_c+I1), s		28.4		24.0		62.0		24.0
Green Ext Time (p_c), s		28.6		0.0		0.0		0.0

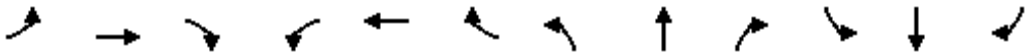
Intersection Summary	
HCM 2010 Ctrl Delay	128.5
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM Signalized Intersection Capacity Analysis
81: La Brea Ave & Fountain Ave

2/18/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	864	112	127	729	49	137	1168	82	78	1083	130
Ideal Flow (vphpl)	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.98		1.00	0.99		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1509	2966		1509	1573		1509	4293		1509	4266	
Flt Permitted	0.21	1.00		0.21	1.00		0.22	1.00		0.22	1.00	
Satd. Flow (perm)	334	2966		334	1573		353	4293		353	4266	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	909	118	134	767	52	144	1229	86	82	1140	137
RTOR Reduction (vph)	0	13	0	0	5	0	0	17	0	0	33	0
Lane Group Flow (vph)	186	1014	0	134	814	0	144	1298	0	82	1244	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Effective Green, g (s)	19.0	19.0		19.0	19.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	141	1252		141	664		141	1717		141	1706	
v/s Ratio Prot		0.34			0.52			0.30			0.29	
v/s Ratio Perm	c0.56			0.40			c0.41			0.23		
v/c Ratio	1.32	0.81		0.95	1.23		1.02	0.76		0.58	0.73	
Uniform Delay, d1	13.0	11.4		12.5	13.0		13.5	11.6		10.6	11.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	184.7	4.5		61.6	114.6		81.5	3.2		16.3	2.8	
Delay (s)	197.7	15.9		74.2	127.6		95.0	14.8		26.9	14.2	
Level of Service	F	B		E	F		F	B		C	B	
Approach Delay (s)		43.8			120.1			22.7			15.0	
Approach LOS		D			F			C			B	

Intersection Summary			
HCM 2000 Control Delay	44.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	110.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	281	1321	67	166	1062	165	110	918	170	171	731	137
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1588	1588	1588	1620
Adj Flow Rate, veh/h	296	1391	71	175	1118	174	116	966	179	180	769	144
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	1373	70	163	1231	191	163	754	338	163	635	119
Arrive On Green	0.06	0.47	0.47	0.06	0.47	0.47	0.06	0.25	0.25	0.06	0.25	0.25
Sat Flow, veh/h	1513	2922	149	1513	2619	406	1513	3018	1350	1513	2538	475
Grp Volume(v), veh/h	296	717	745	175	643	649	116	966	179	180	457	456
Grp Sat Flow(s),veh/h/ln	1513	1509	1562	1513	1509	1517	1513	1509	1350	1513	1509	1504
Q Serve(g_s), s	6.0	47.0	47.0	6.0	39.3	39.7	5.8	25.0	11.5	6.0	25.0	25.0
Cycle Q Clear(g_c), s	6.0	47.0	47.0	6.0	39.3	39.7	5.8	25.0	11.5	6.0	25.0	25.0
Prop In Lane	1.00		0.10	1.00		0.27	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	190	709	734	163	709	713	163	754	338	163	377	376
V/C Ratio(X)	1.56	1.01	1.02	1.08	0.91	0.91	0.71	1.28	0.53	1.11	1.21	1.21
Avail Cap(c_a), veh/h	190	709	734	163	709	713	163	754	338	163	377	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	26.1	26.5	26.5	24.4	24.5	24.6	29.5	37.5	32.4	34.7	37.5	37.5
Incr Delay (d2), s/veh	276.4	36.5	37.0	92.0	17.4	17.9	23.3	136.3	5.9	97.2	115.1	115.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	26.7	27.7	8.6	19.7	19.9	3.5	24.7	4.8	6.4	22.4	22.4
LnGrp Delay(d),s/veh	302.5	63.0	63.5	116.4	41.9	42.4	52.7	173.8	38.3	131.9	152.6	152.8
LnGrp LOS	F	F	F	F	D	D	D	F	D	F	F	F
Approach Vol, veh/h		1758			1467			1261			1093	
Approach Delay, s/veh		103.5			51.0			143.4			149.3	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	51.0	10.0	29.0	10.0	51.0	10.0	29.0
Change Period (Y+Rc), s	3.0	4.0	3.0	4.1	3.0	4.0	3.5	4.1
Max Green Setting (Gmax), s	7.0	42.0	7.0	24.9	7.0	47.0	6.5	24.9
Max Q Clear Time (g_c+I1), s	8.0	49.0	7.8	27.0	8.0	41.7	8.0	27.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	107.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	129	1585	56	45	1386	94	35	183	41	68	200	79
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	136	1668	59	47	1459	99	37	193	43	72	211	83
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1992	70	259	1922	130	147	315	70	202	272	107
Arrive On Green	1.00	1.00	1.00	0.67	0.67	0.67	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	330	2974	105	280	2869	194	1081	1258	280	1140	1086	427
Grp Volume(v), veh/h	136	843	884	47	764	794	37	0	236	72	0	294
Grp Sat Flow(s),veh/h/ln	330	1509	1570	280	1509	1554	1081	0	1539	1140	0	1513
Q Serve(g_s), s	32.5	0.0	0.0	6.7	33.9	34.5	3.3	0.0	13.6	6.0	0.0	18.1
Cycle Q Clear(g_c), s	67.0	0.0	0.0	6.7	33.9	34.5	21.4	0.0	13.6	19.6	0.0	18.1
Prop In Lane	1.00		0.07	1.00		0.12	1.00		0.18	1.00		0.28
Lane Grp Cap(c), veh/h	179	1011	1051	259	1011	1041	147	0	385	202	0	379
V/C Ratio(X)	0.76	0.83	0.84	0.18	0.76	0.76	0.25	0.00	0.61	0.36	0.00	0.78
Avail Cap(c_a), veh/h	179	1011	1051	259	1011	1041	201	0	462	259	0	454
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	20.7	0.0	0.0	6.6	11.0	11.1	44.8	0.0	33.2	41.9	0.0	34.9
Incr Delay (d2), s/veh	24.7	7.8	7.8	1.5	5.3	5.3	0.9	0.0	1.7	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	2.2	2.3	0.6	15.5	16.1	1.0	0.0	6.0	1.9	0.0	7.6
LnGrp Delay(d),s/veh	45.3	7.8	7.8	8.1	16.3	16.4	45.7	0.0	34.9	42.0	0.0	35.6
LnGrp LOS	D	A	A	A	B	B	D		C	D		D
Approach Vol, veh/h		1863			1605			273			366	
Approach Delay, s/veh		10.5			16.1			36.4			36.8	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		71.0		29.0		71.0		29.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		30.0		62.0		30.0
Max Q Clear Time (g_c+I1), s		69.0		21.6		36.5		23.4
Green Ext Time (p_c), s		0.0		1.9		25.2		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	1688	118	90	1358	17	127	31	124	13	59	96
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1620	1588	1588	1620	1588	1620
Adj Flow Rate, veh/h	40	1777	124	95	1429	18	134	33	131	14	62	101
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	1532	106	125	1862	23	138	26	418	39	104	138
Arrive On Green	0.53	0.53	0.53	0.04	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	367	2864	198	1513	3052	38	237	84	1350	0	336	446
Grp Volume(v), veh/h	40	927	974	95	706	741	167	0	131	177	0	0
Grp Sat Flow(s),veh/h/ln	367	1509	1553	1513	1509	1581	320	0	1350	782	0	0
Q Serve(g_s), s	9.0	53.5	53.5	2.8	34.3	34.4	0.0	0.0	7.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	35.9	53.5	53.5	2.8	34.3	34.4	31.0	0.0	7.4	31.0	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.02	0.80		1.00	0.08		0.57
Lane Grp Cap(c), veh/h	170	807	831	125	920	965	164	0	419	281	0	0
V/C Ratio(X)	0.24	1.15	1.17	0.76	0.77	0.77	1.02	0.00	0.31	0.63	0.00	0.00
Avail Cap(c_a), veh/h	170	807	831	223	920	965	164	0	419	281	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.2	23.3	23.3	24.3	14.3	14.3	40.0	0.0	26.4	28.1	0.0	0.0
Incr Delay (d2), s/veh	3.2	81.1	90.1	3.5	6.1	5.8	74.8	0.0	0.6	4.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	40.4	43.6	1.5	15.7	16.4	7.9	0.0	2.8	4.2	0.0	0.0
LnGrp Delay(d),s/veh	33.5	104.3	113.3	27.8	20.4	20.2	115.0	0.0	27.0	32.6	0.0	0.0
LnGrp LOS	C	F	F	C	C	C	F		C	C		
Approach Vol, veh/h		1941			1542			298			177	
Approach Delay, s/veh		107.4			20.7			76.3			32.6	
Approach LOS		F			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.5	57.5		35.0		65.0		35.0
Change Period (Y+Rc), s	3.0	4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		31.0		61.0		31.0
Max Q Clear Time (g_c+I1), s	4.8	55.5		33.0		36.4		33.0
Green Ext Time (p_c), s	0.0	0.0		0.0		1.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	67.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	193	1356	148	194	1114	85	125	1102	193	101	1029	154
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1588	1588	1620	1588	1588	1620	1588	1588	1620	1588	1588	1620
Adj Flow Rate, veh/h	203	1427	156	204	1173	89	132	1160	203	106	1083	162
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	1165	126	217	1336	101	148	1003	175	148	1028	154
Arrive On Green	0.05	0.42	0.42	0.10	0.47	0.47	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1513	2746	298	1513	2844	216	1513	3714	650	1513	3809	569
Grp Volume(v), veh/h	203	779	804	204	622	640	132	903	460	106	822	423
Grp Sat Flow(s),veh/h/ln	1513	1509	1536	1513	1509	1550	1513	1445	1474	1513	1445	1488
Q Serve(g_s), s	5.0	42.4	42.4	8.6	37.2	37.3	5.0	27.0	27.0	5.0	27.0	27.0
Cycle Q Clear(g_c), s	5.0	42.4	42.4	8.6	37.2	37.3	5.0	27.0	27.0	5.0	27.0	27.0
Prop In Lane	1.00		0.19	1.00		0.14	1.00		0.44	1.00		0.38
Lane Grp Cap(c), veh/h	186	640	652	217	709	729	148	780	398	148	780	402
V/C Ratio(X)	1.09	1.22	1.23	0.94	0.88	0.88	0.89	1.16	1.16	0.72	1.05	1.05
Avail Cap(c_a), veh/h	186	640	652	223	709	729	148	780	398	148	780	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	28.8	28.8	26.7	23.9	23.9	34.4	45.5	45.5	29.7	36.5	36.5
Incr Delay (d2), s/veh	93.0	111.6	118.0	42.8	14.4	14.2	41.9	84.0	94.4	13.5	47.0	59.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	37.5	39.3	8.1	18.2	18.7	3.3	19.9	21.4	1.4	15.8	17.7
LnGrp Delay(d),s/veh	124.2	140.4	146.8	69.4	38.2	38.1	76.3	129.6	139.9	43.2	83.5	96.4
LnGrp LOS	F	F	F	E	D	D	E	F	F	D	F	F
Approach Vol, veh/h		1786			1466			1495			1351	
Approach Delay, s/veh		141.4			42.5			128.1			84.3	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	46.4	9.0	31.0	9.0	51.0	9.0	31.0
Change Period (Y+Rc), s	3.0	4.0	3.0	* 4	3.0	4.0	3.0	* 4
Max Green Setting (Gmax), s	11.0	42.0	6.0	* 27	6.0	47.0	6.0	* 27
Max Q Clear Time (g_c+I1), s	10.6	44.4	7.0	29.0	7.0	39.3	7.0	29.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0

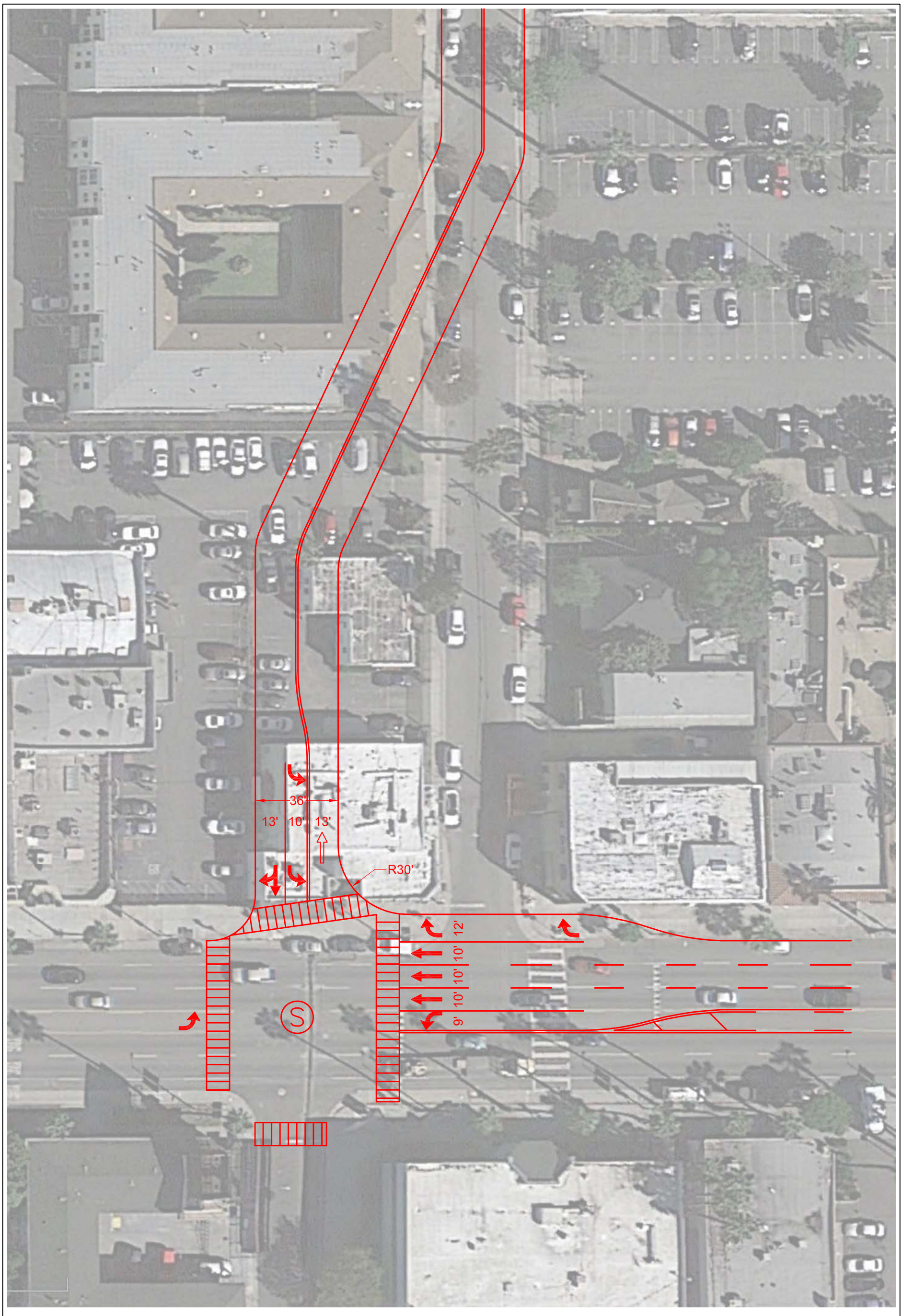
Intersection Summary	
HCM 2010 Ctrl Delay	101.7
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Appendix F

Conceptual Improvement Plan



40 0 40 80
1" = 40' GRAPHIC SCALE

LAS PALMAS AVENUE & SUNSET BOULEVARD
CONCEPTUAL IMPROVEMENT PLAN

APPENDIX
F

Appendix G

Signal Warrant Analysis

Existing

SR#

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Cahuenga Boulevard

MINOR ST: US 101 SB Off-Ramp

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☐
NO ☒

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*2328*
Higher Approach - Minor Street	✓		*7*

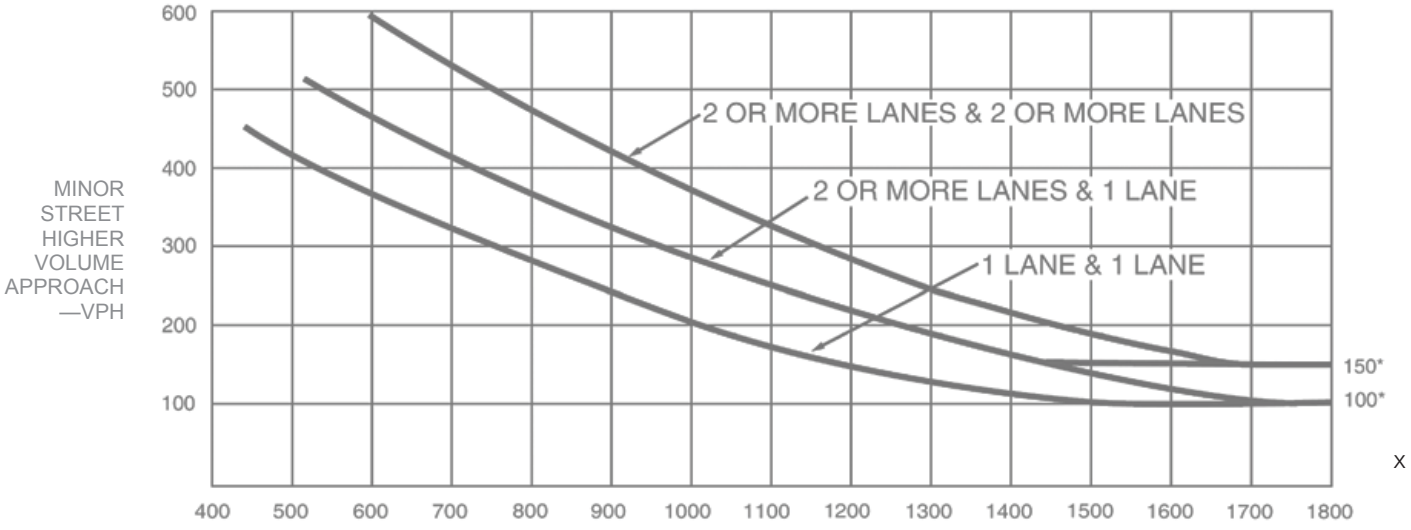
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour (continued)

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

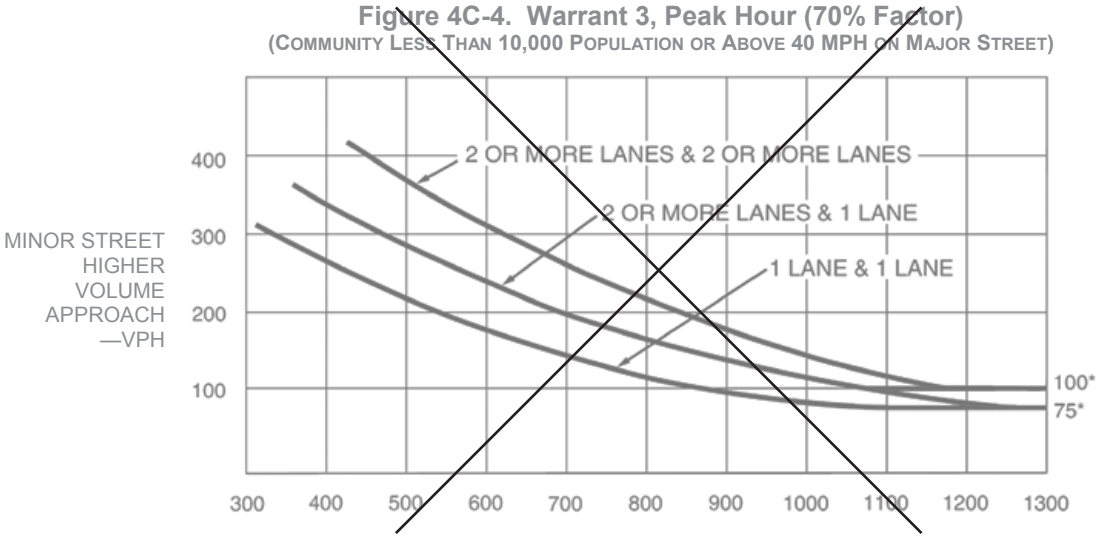


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Cahuenga Boulevard

MINOR ST: US 101 SB Off-Ramp

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
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PART A

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

SATISFIED	YES	NO
	☐	☒

		YES	NO	N/A
1.	The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2.	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*2378*
Higher Approach - Minor Street	✓		*7*

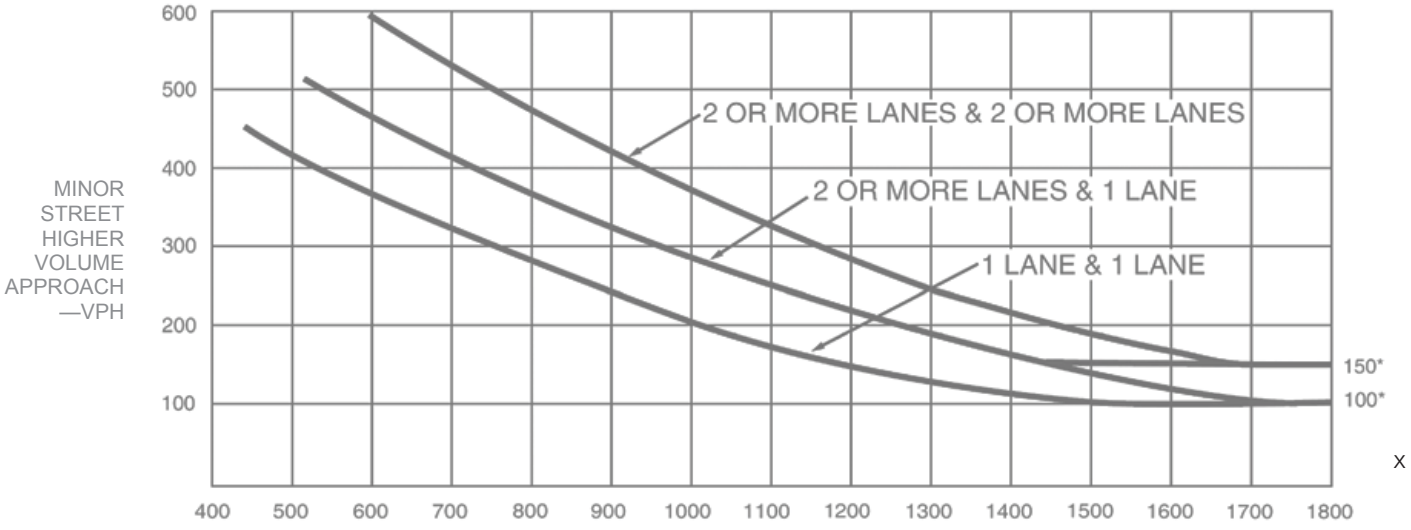
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour (continued)

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

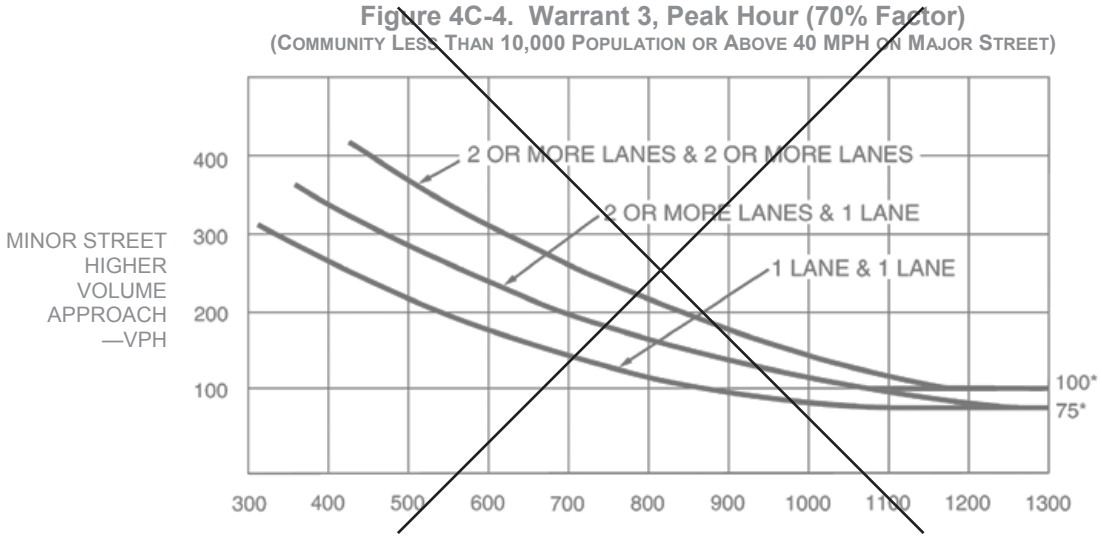


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Cahuenga Boulevard

MINOR ST: US 101 SB Off-Ramp

Critical Approach Speed MPH _____ or Speed Limit MPH 35

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
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PART A

SATISFIED	YES	NO
	☐	☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*2670*
Higher Approach - Minor Street	✓		*8*

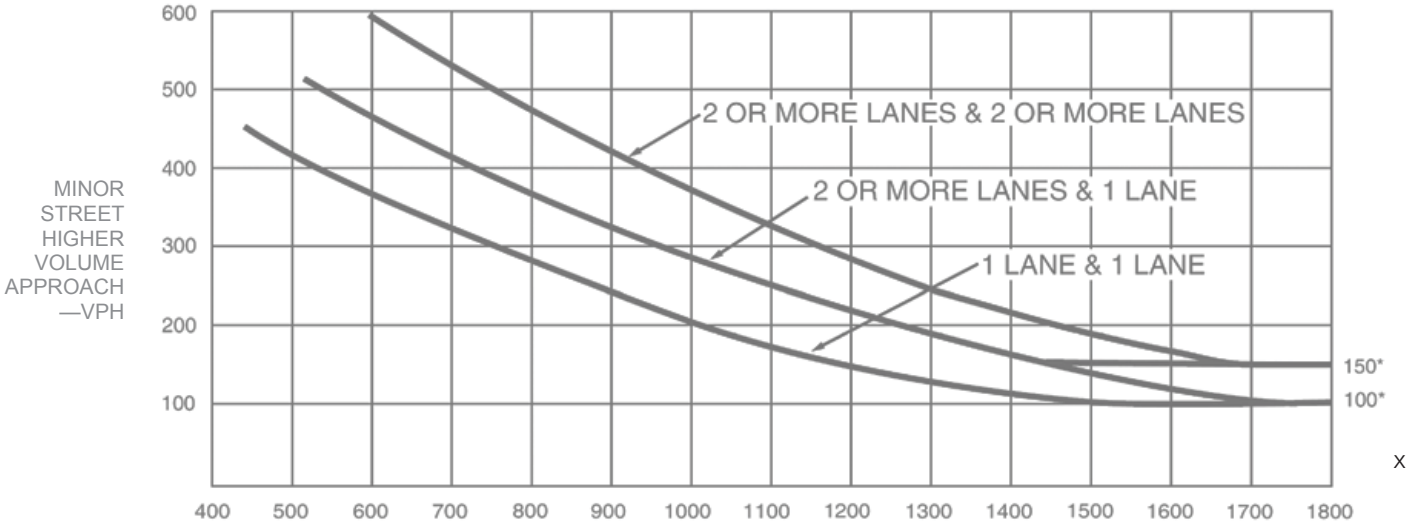
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour (continued)

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

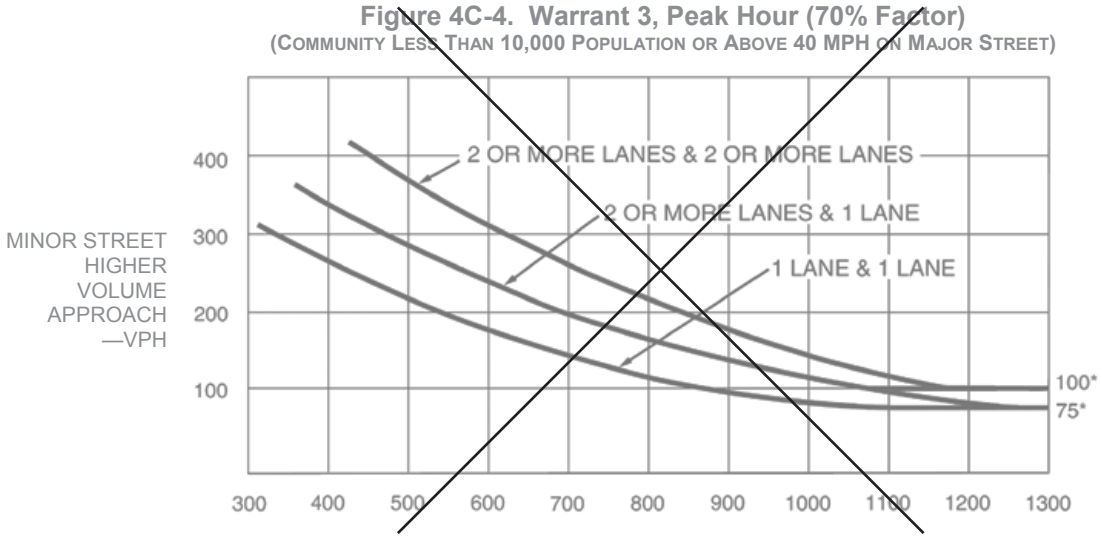


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Cahuenga Boulevard

MINOR ST: US 101 SB Off-Ramp

Critical Approach Speed MPH _____ or Speed Limit MPH 35

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
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g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
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PART A

SATISFIED	YES	NO
	☐	☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*2720*
Higher Approach - Minor Street	✓		*8*

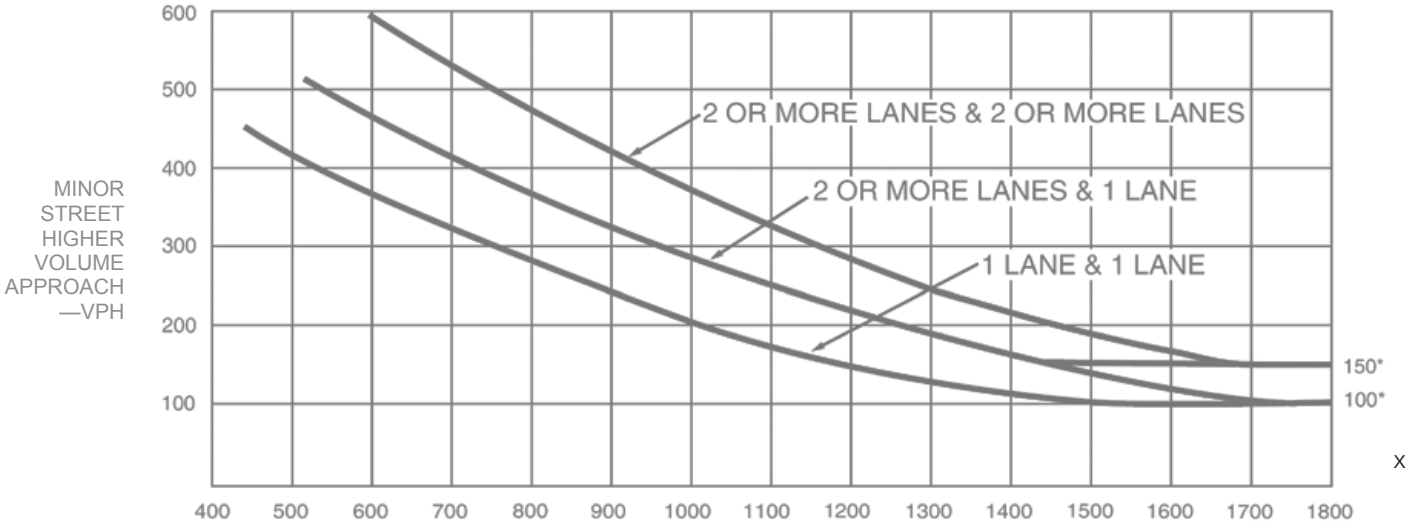
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour (continued)

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

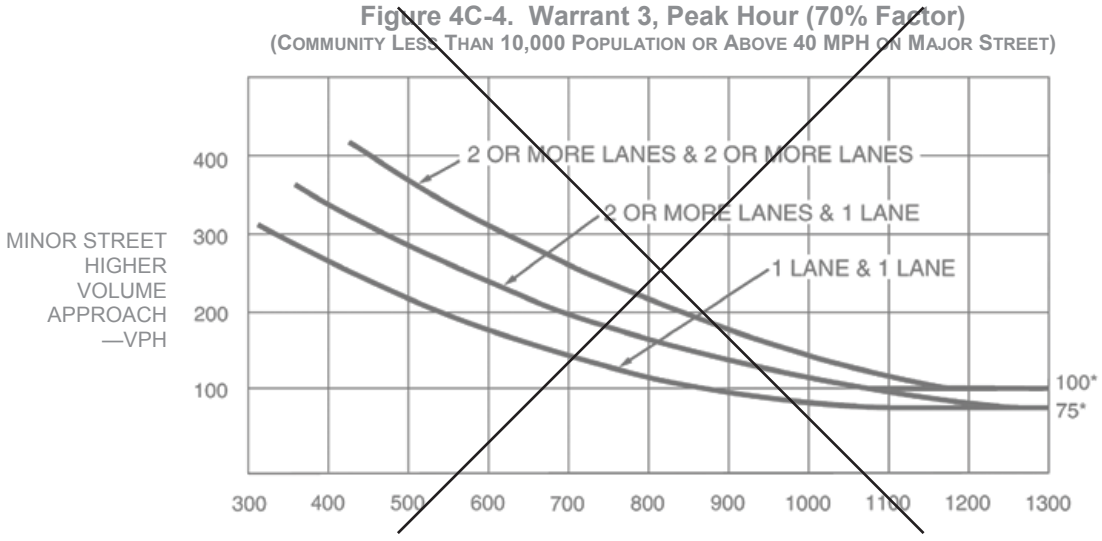


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed MPH _____ or Speed Limit MPH 30

Speed limit or critical speed on major street traffic > 40 mph..... ☐

or

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

RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☒
NO ☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*1058*
Higher Approach - Minor Street	✓		*279*

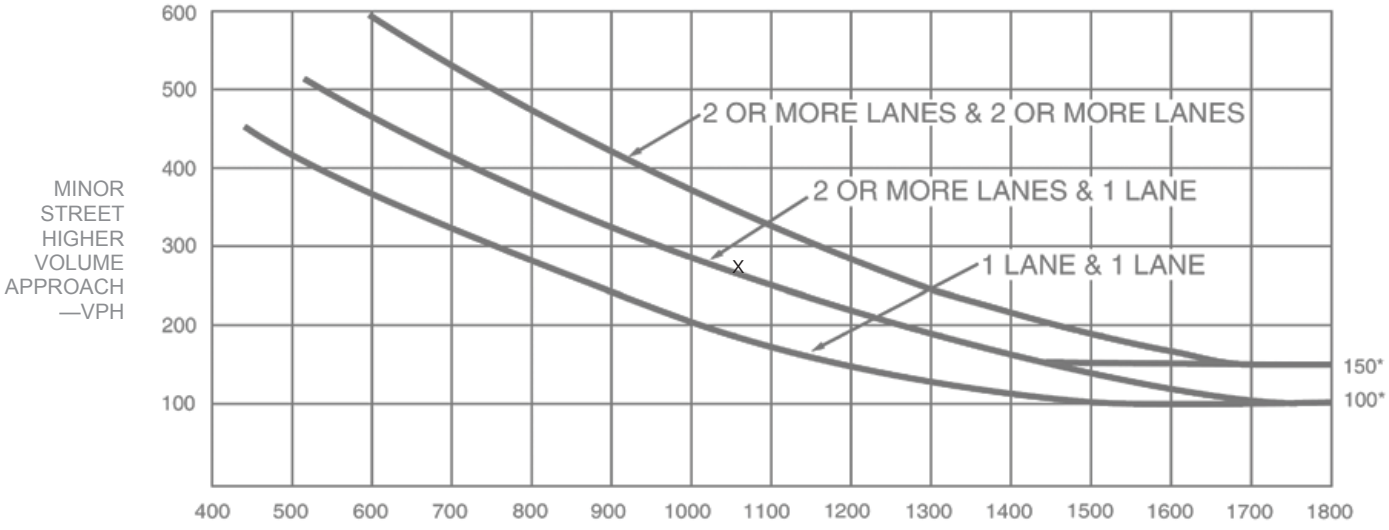
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

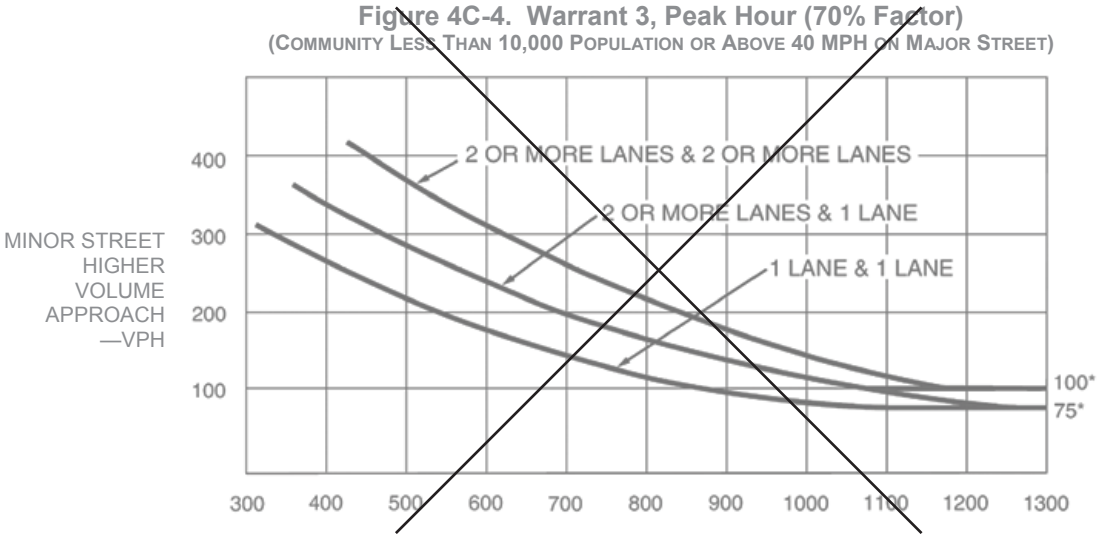


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☒
NO ☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*1079*
Higher Approach - Minor Street	✓		*279*

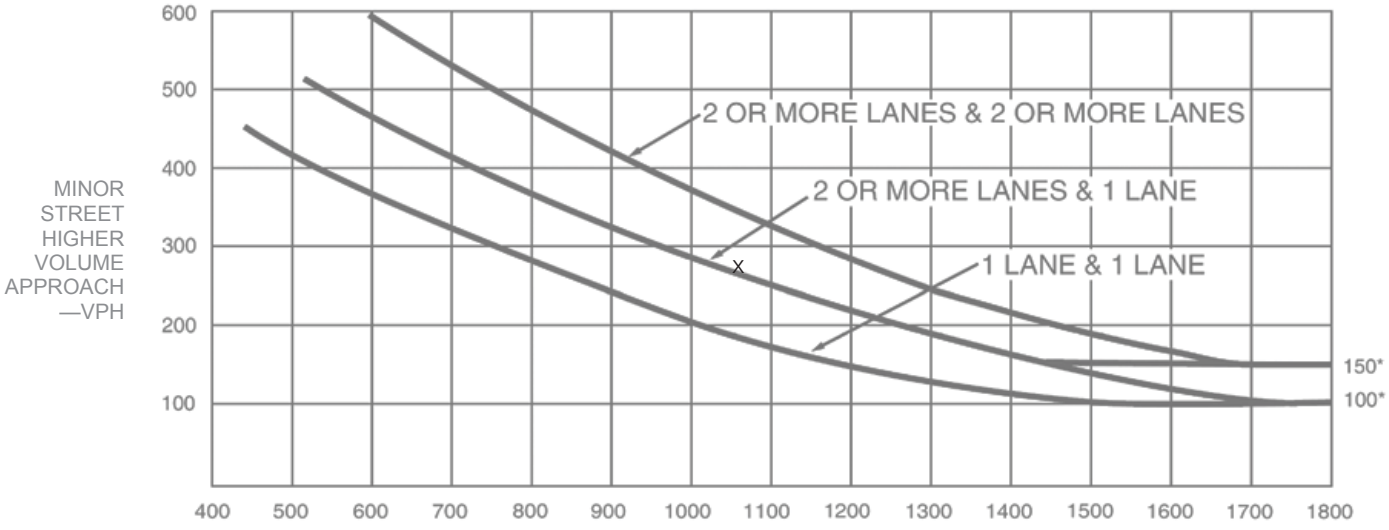
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

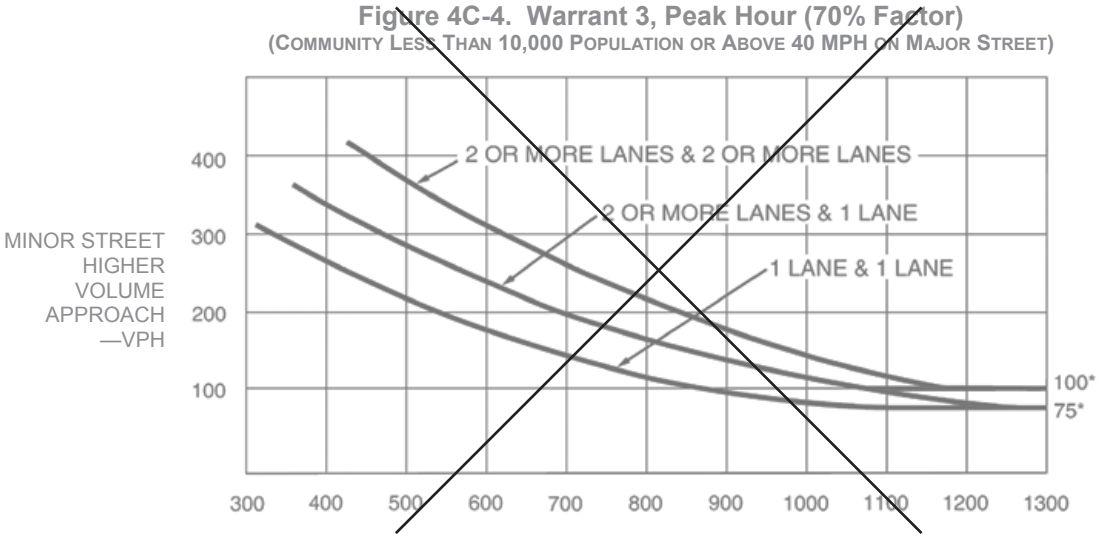


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

LADOT

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed MPH _____ or Speed Limit MPH 30

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐

RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☒
NO ☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*1246*
Higher Approach - Minor Street	✓		*299*

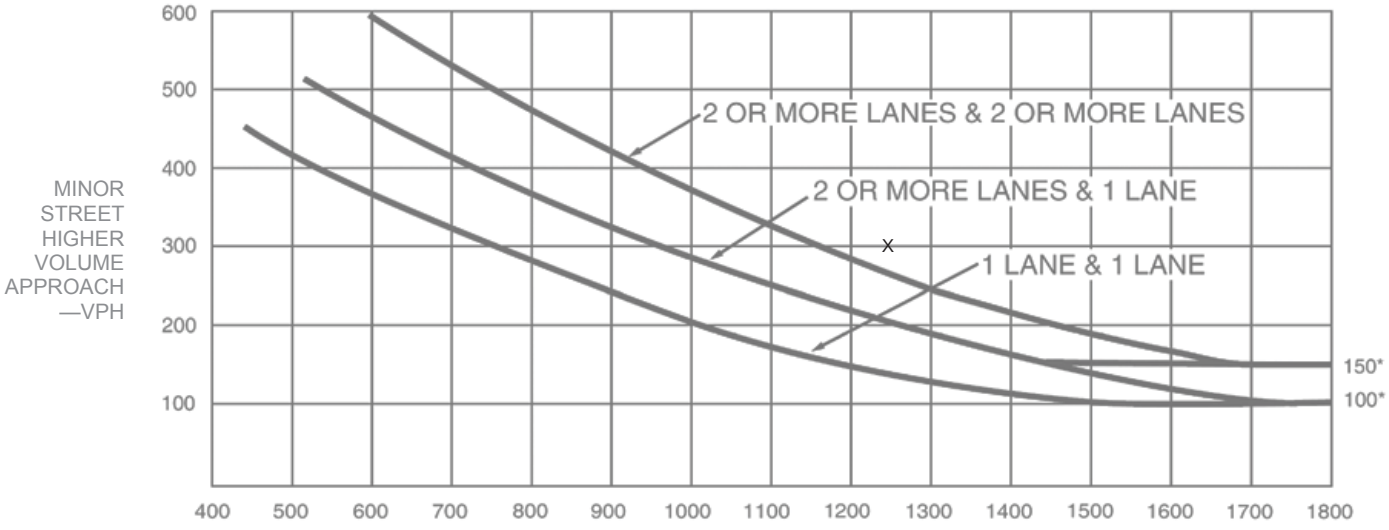
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

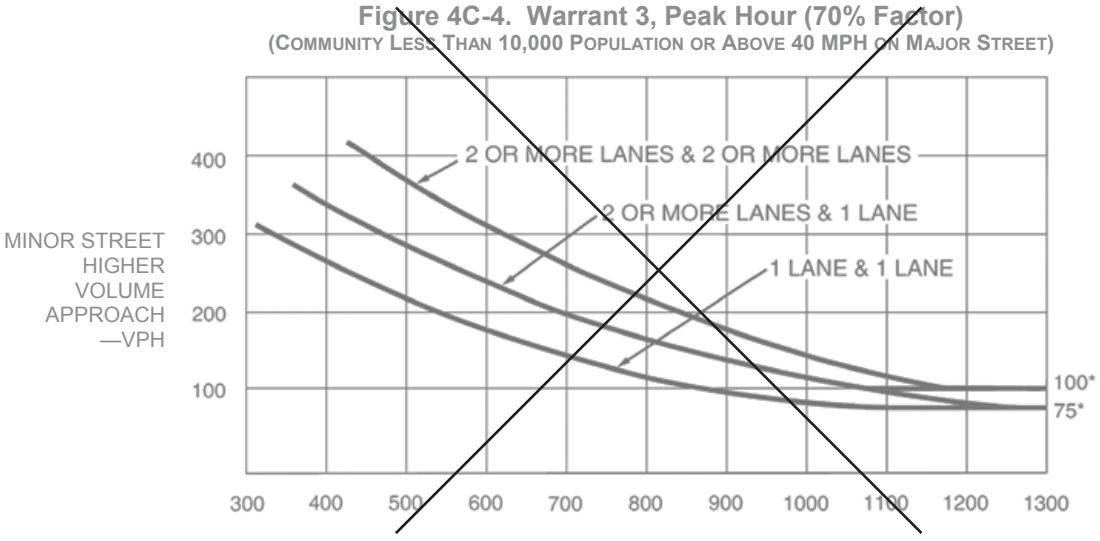


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☒
NO ☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*1267*
Higher Approach - Minor Street	✓		*299*

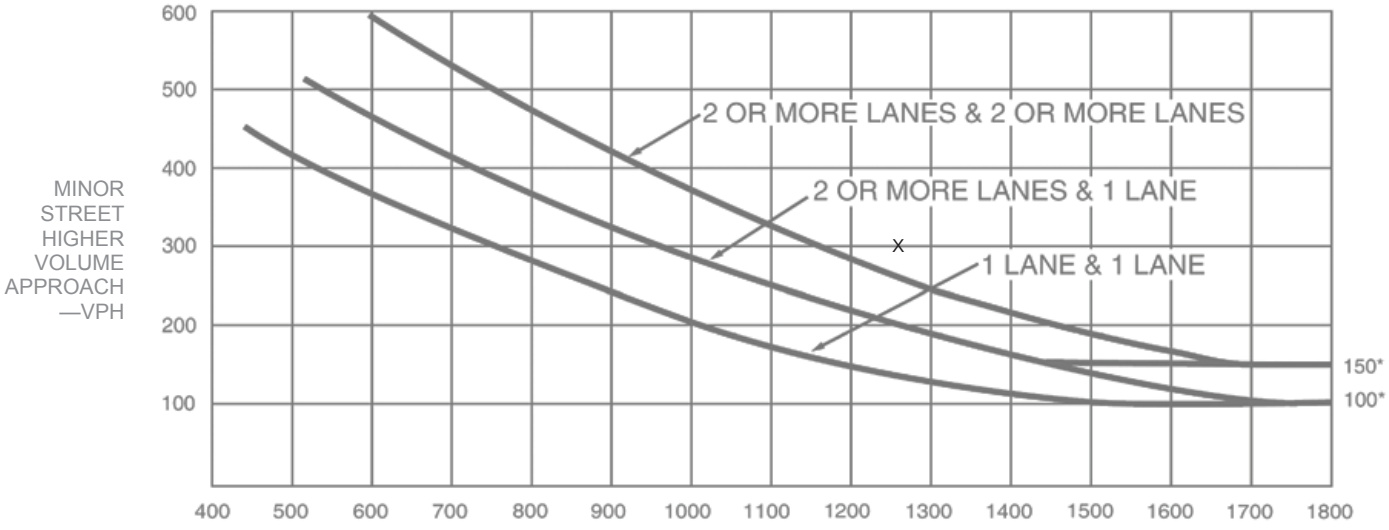
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

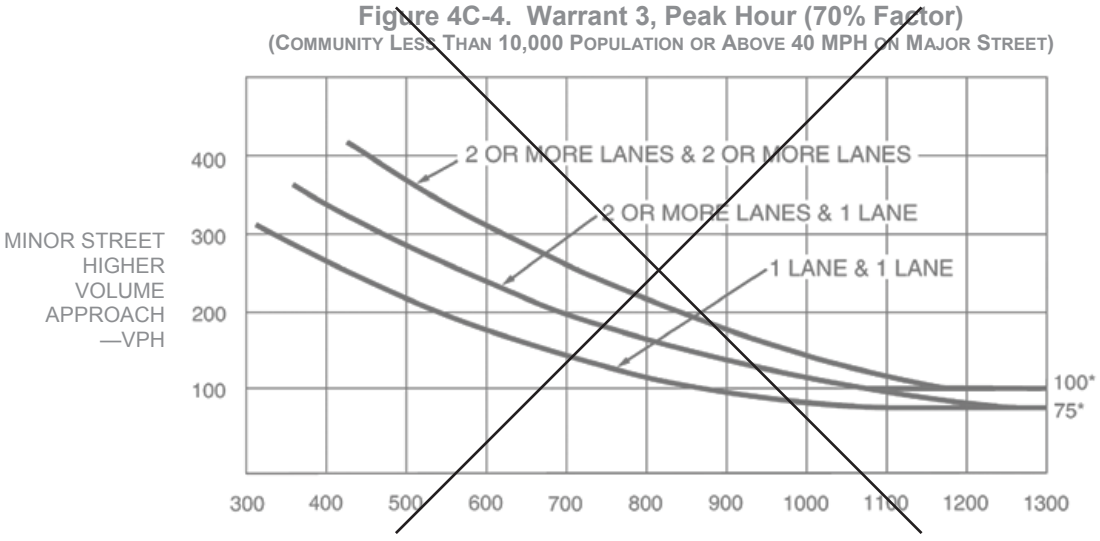


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/6/16 PREPARER GTC REVIEWER _____

MAJOR ST: Las Palmas Avenue

MINOR ST: Selma Avenue

Critical Approach Speed ____ MPH or Speed Limit 25 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

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

		YES	NO	N/A
1.	The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2.	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	✓		*652*
Higher Approach - Minor Street	✓		*183*

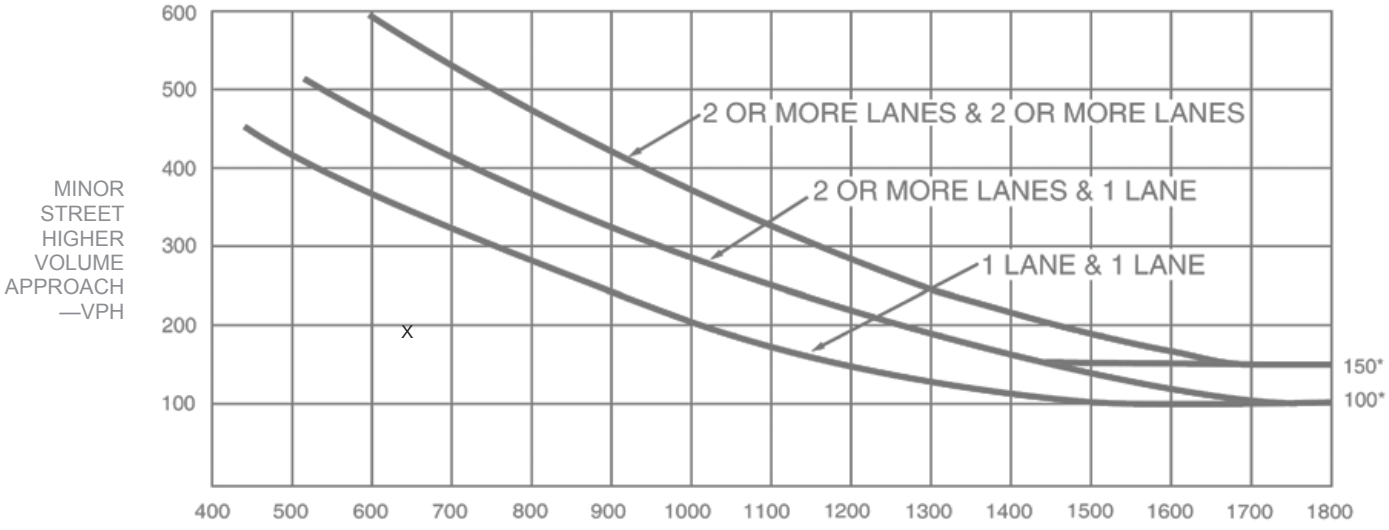
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

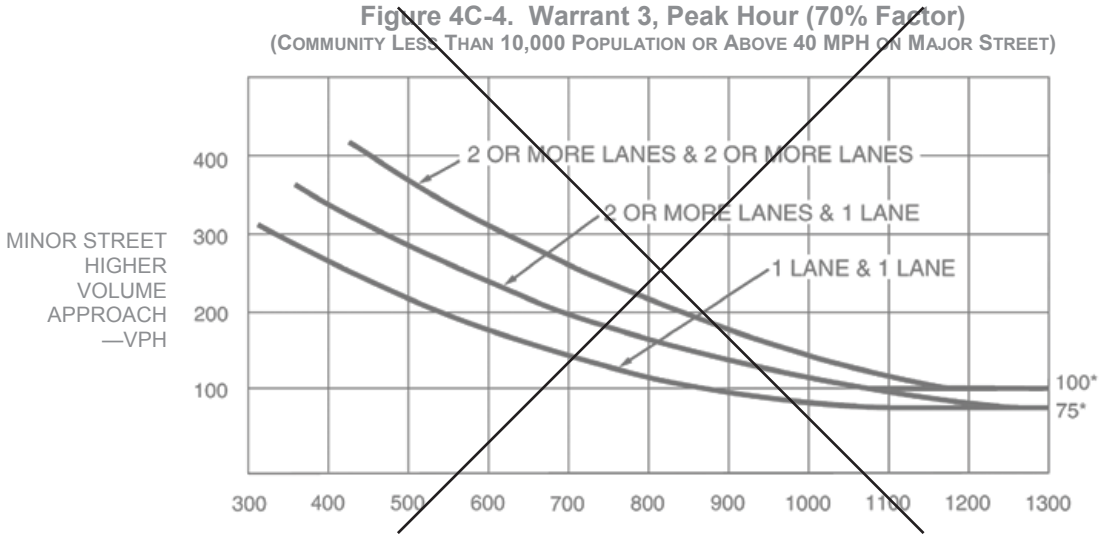


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/6/16 PREPARER GTC REVIEWER _____

MAJOR ST: Las Palmas Avenue

MINOR ST: Selma Avenue

Critical Approach Speed ____ MPH or Speed Limit 25 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☒
NO	☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	✓		*907*
Higher Approach - Minor Street	✓		*253*

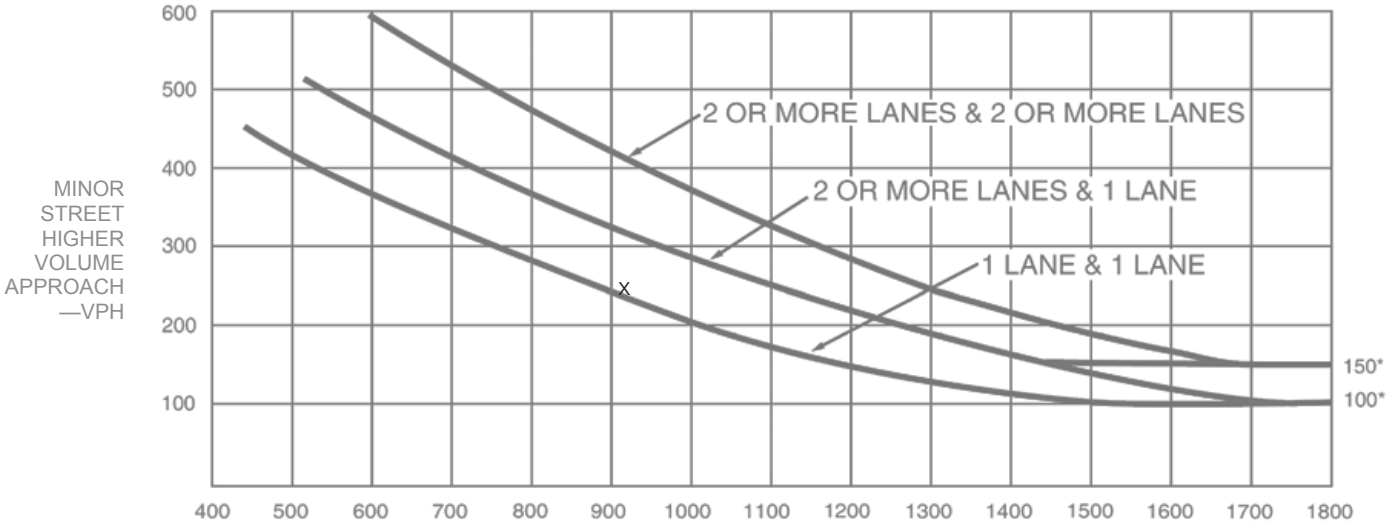
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

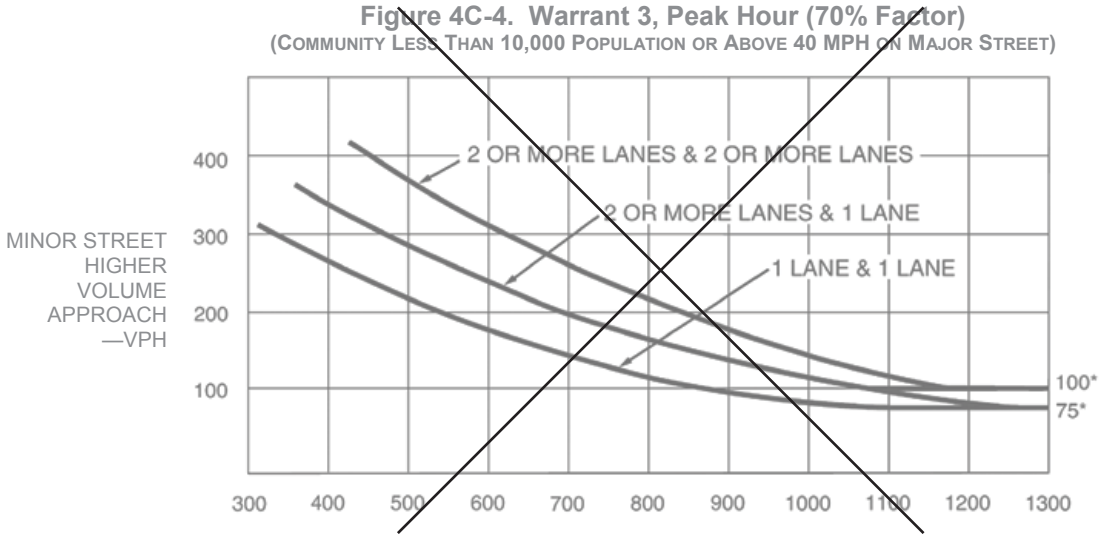


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

LADOT

Traffic Signal Warrants Worksheet

DATE 4/6/16 PREPARER GTC REVIEWER _____

MAJOR ST: Las Palmas Avenue

MINOR ST: Selma Avenue

Critical Approach Speed ____ MPH or Speed Limit 25 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒
SATISFIED YES ☐
NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☐

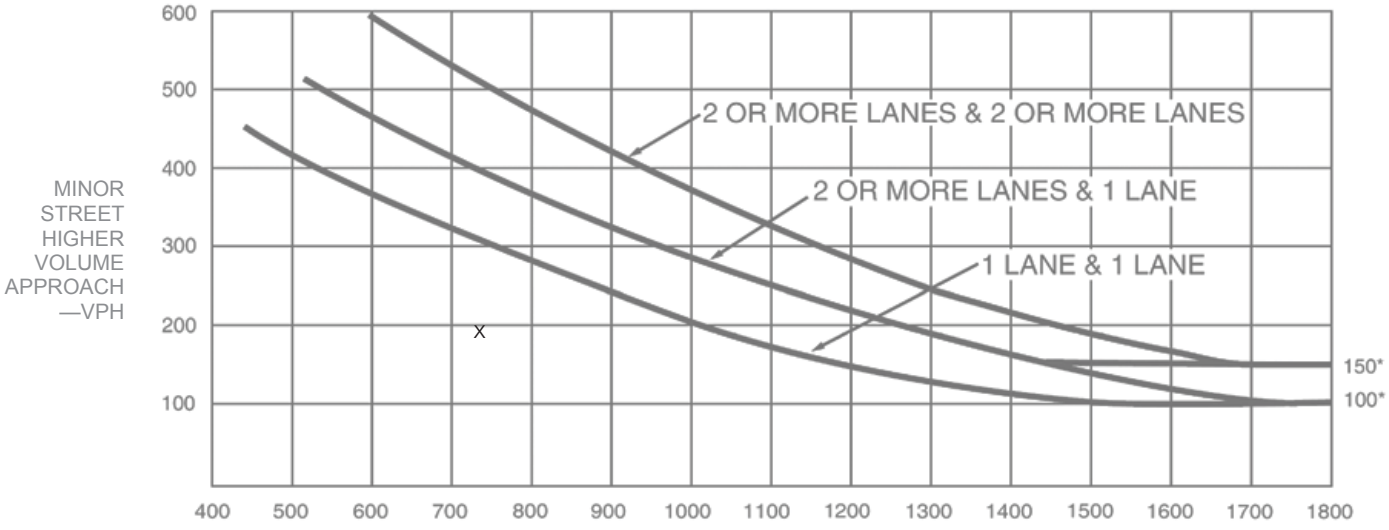
APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	✓		*720*
Higher Approach - Minor Street	✓		*198*

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour (continued)

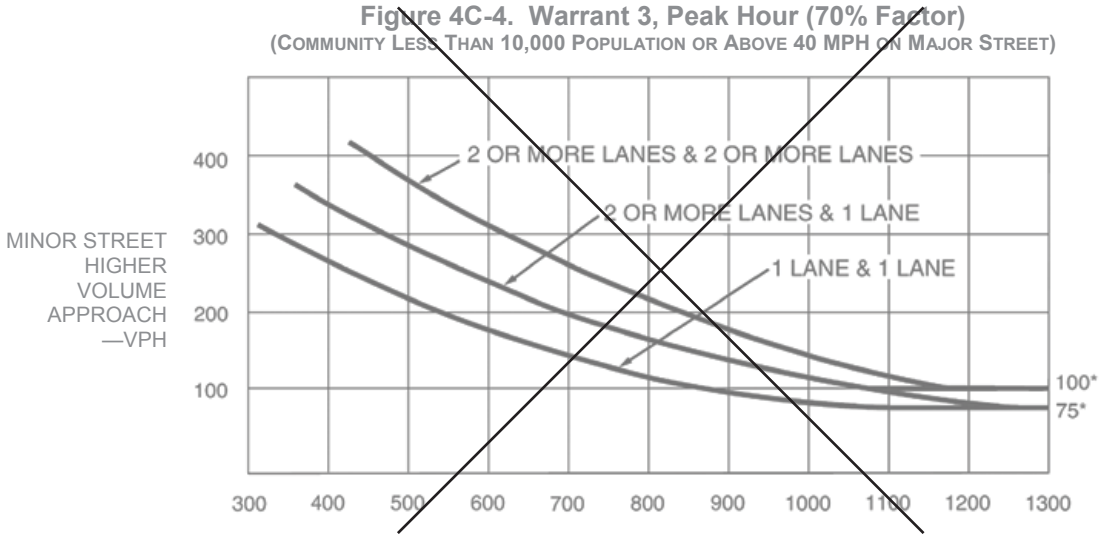
☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

LADOT

Traffic Signal Warrants Worksheet

DATE 4/6/16 PREPARER GTC REVIEWER _____

MAJOR ST: Las Palmas Avenue

MINOR ST: Selma Avenue

Critical Approach Speed ____ MPH or Speed Limit 25 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or ☐ In built up area of isolated community of < 10,000 population..... } ☐ RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐ NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☒
NO ☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☐ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	✓		975
Higher Approach - Minor Street	✓		275

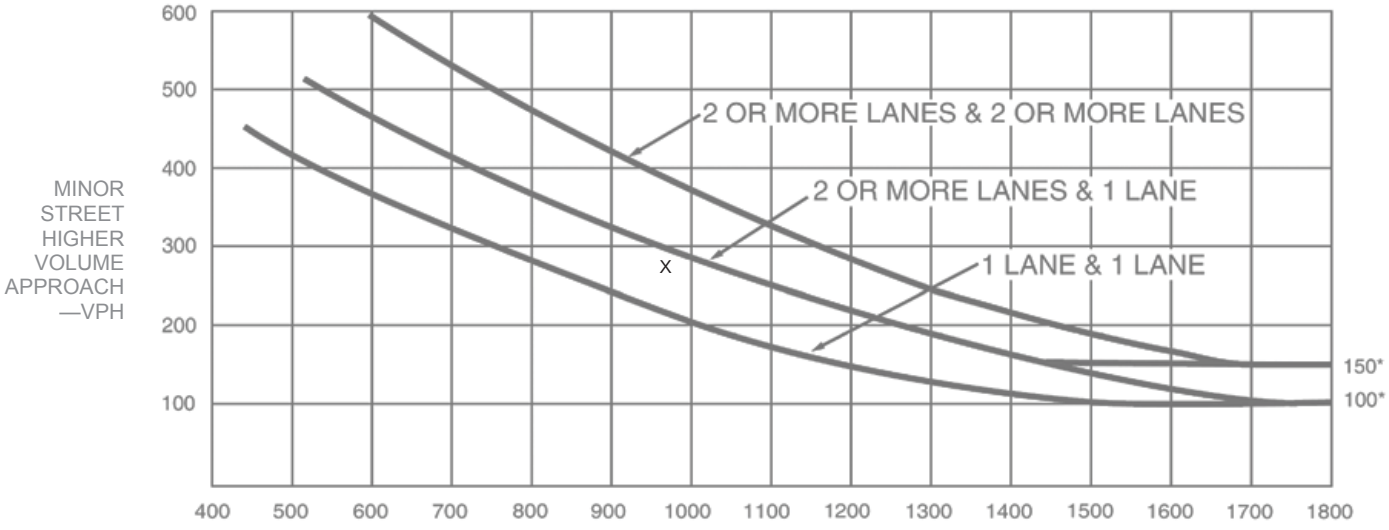
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

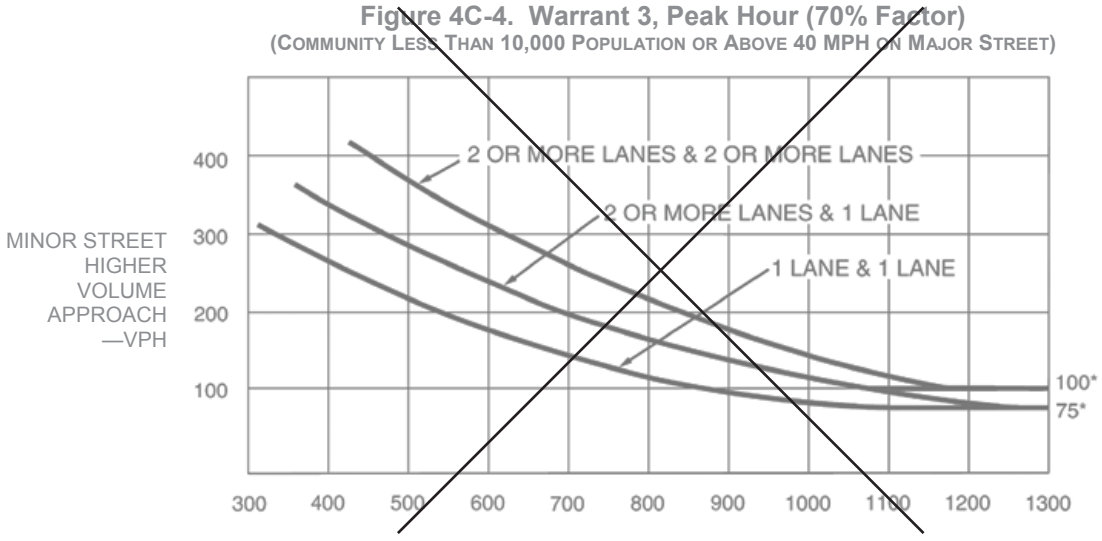


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Wilton Place

MINOR ST: US 101 NB Off-Ramp/Harold Way

Critical Approach Speed ____ MPH or Speed Limit 25 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☒
NO ☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*1041*
Higher Approach - Minor Street	✓		*78*

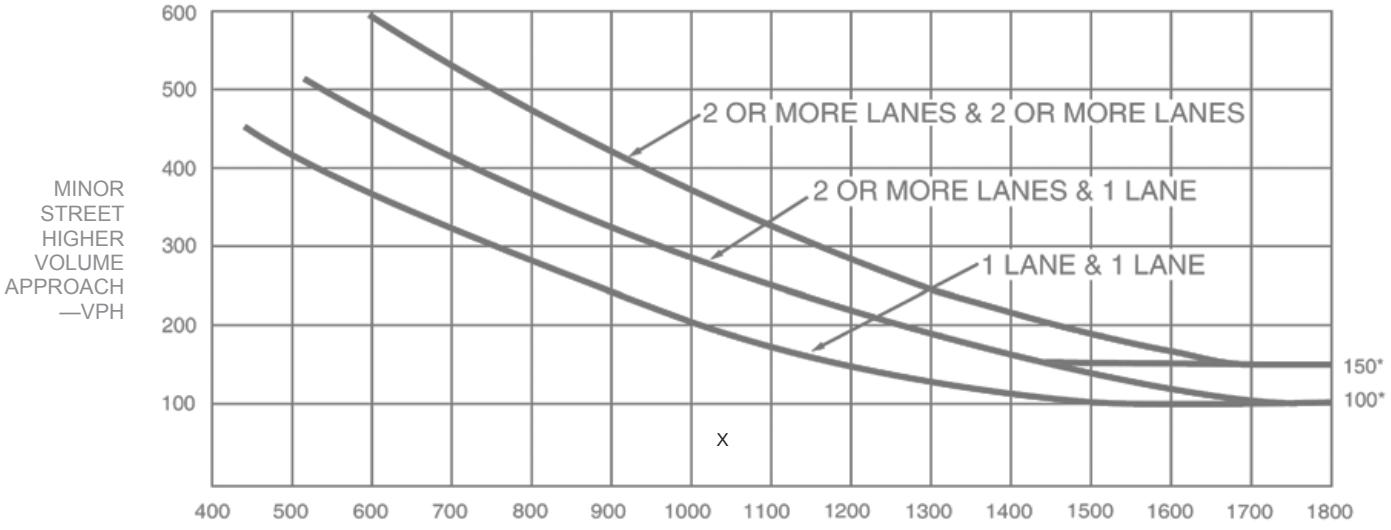
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour (continued)

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

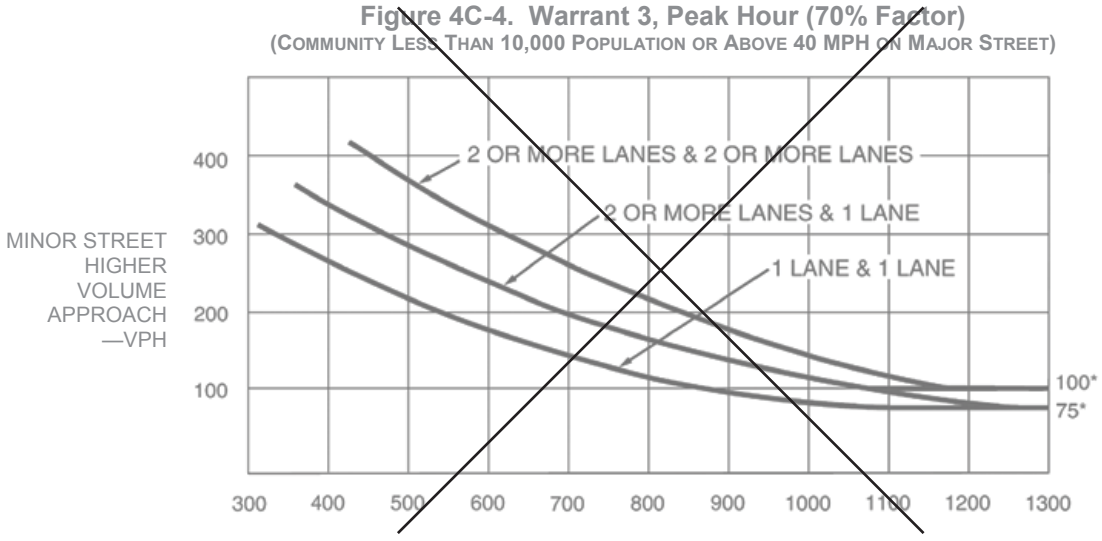


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

LADOT

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Wilton Place

MINOR ST: US 101 NB Off-Ramp/Harold Way

Critical Approach Speed ____ MPH or Speed Limit 25 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☒
NO ☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*1041*
Higher Approach - Minor Street	✓		*78*

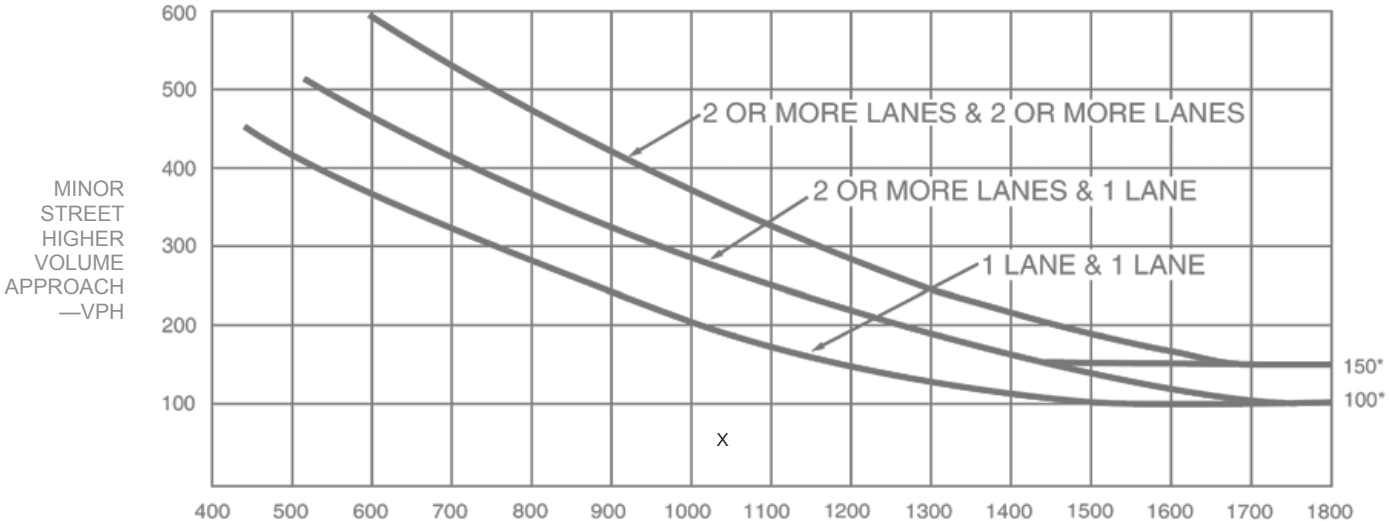
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour (continued)

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

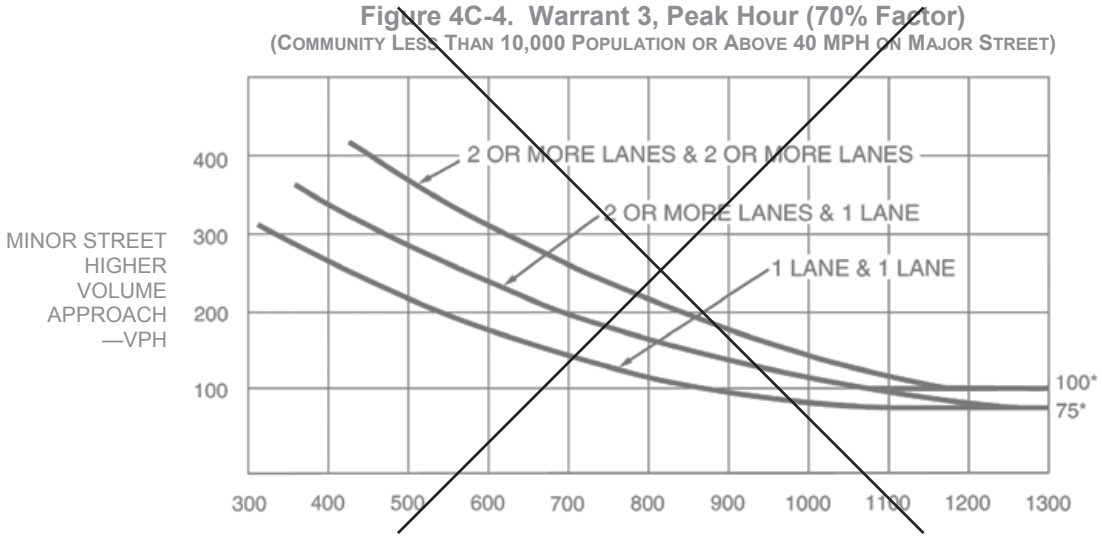


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

LADOT

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Wilton Place

MINOR ST: US 101 NB Off-Ramp/Harold Way

Critical Approach Speed ____ MPH or Speed Limit 25 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☒
NO ☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
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f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*1160*
Higher Approach - Minor Street	✓		*83*

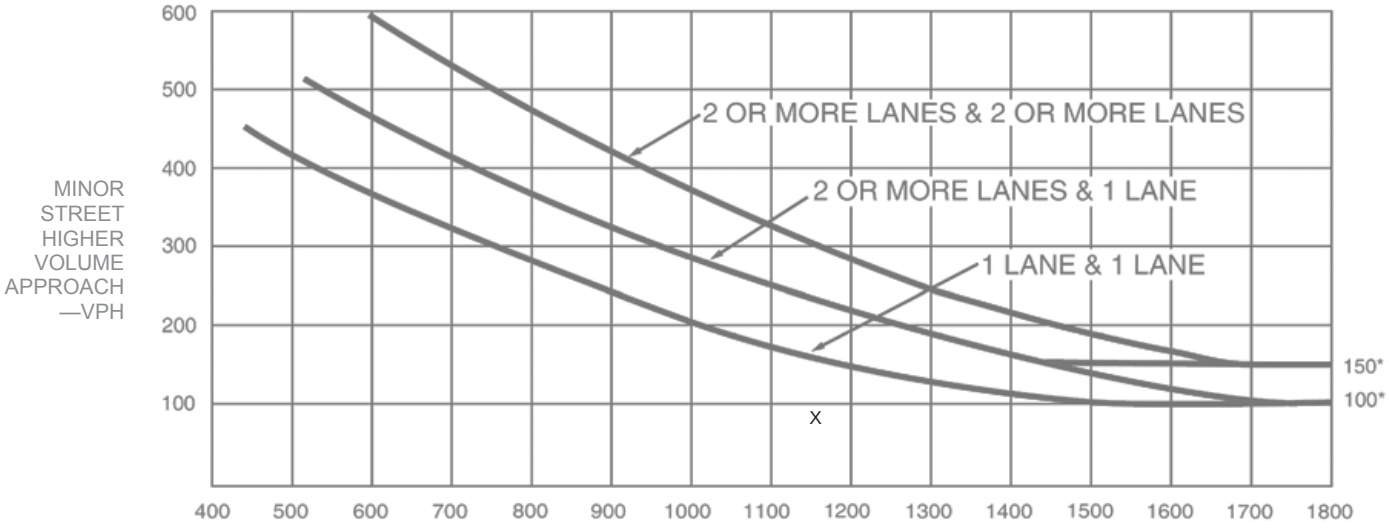
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

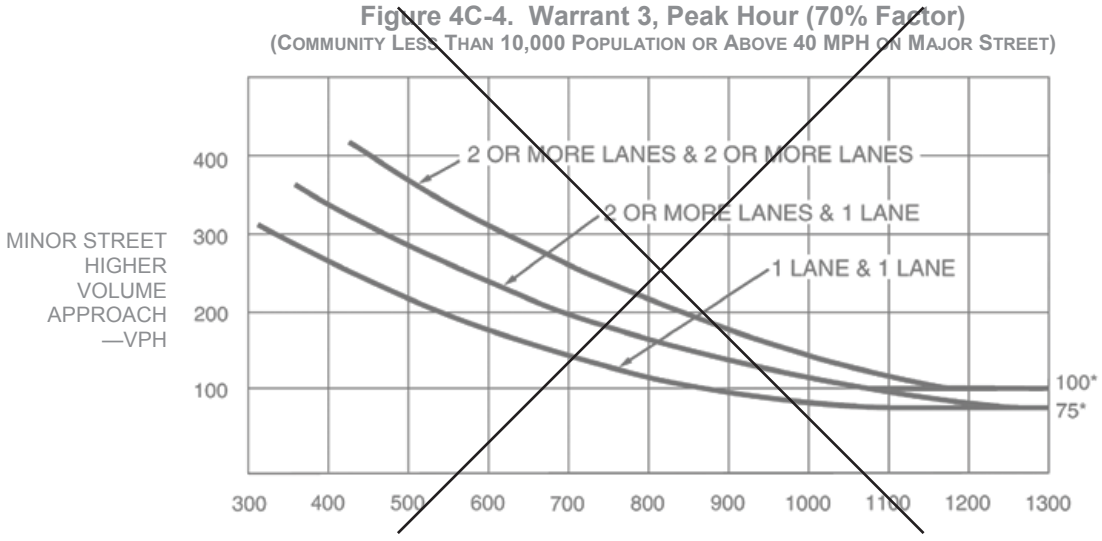


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

SR#

Traffic Signal Warrants Worksheet

DATE 4/18/16 PREPARER GTC REVIEWER _____

MAJOR ST: Wilton Place

MINOR ST: US 101 NB Off-Ramp/Harold Way

Critical Approach Speed ____ MPH or Speed Limit 25 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

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

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☒
NO ☐

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

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

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

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☒	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	*1160*
Higher Approach - Minor Street	✓		*83*

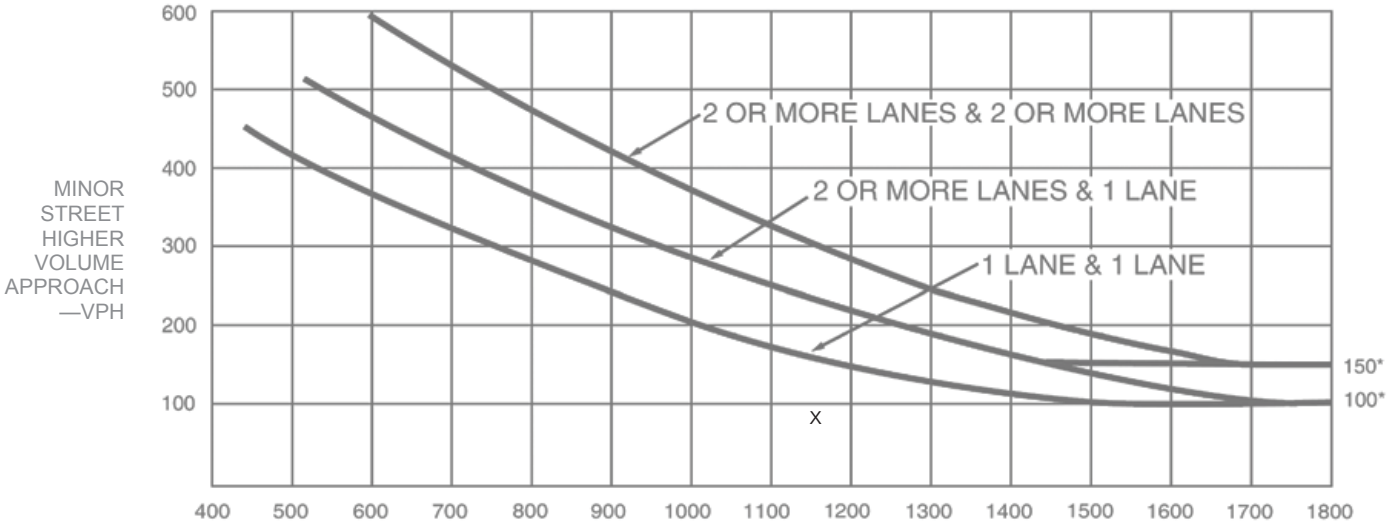
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☒	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

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

URBAN

Figure 4C-3. Warrant 3, Peak Hour

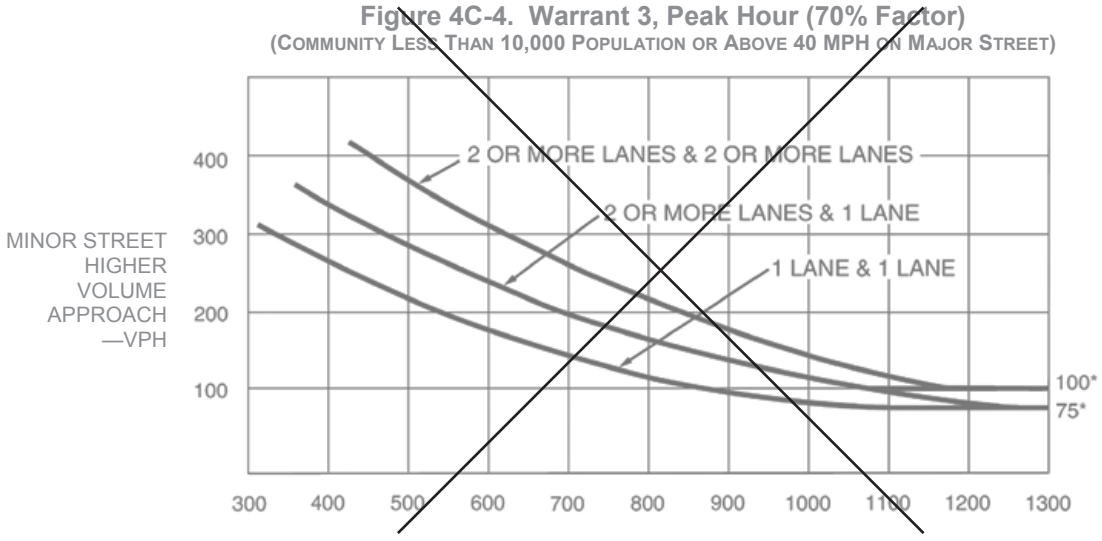


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Appendix H

Caltrans Analysis

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,437	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,018**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**37.5**	pc/mi/ln
Speed (S):	**53.8**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,239	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}593}$$ pc/h/ln

Density (D):

$$\frac{v_p}{S} = \mathbf{-147.4}$$ pc/mi/ln

Speed (S): **-24.4** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,166	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,673**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**30.4**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,097	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**3,554**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-169.6**	pc/mi/ln
Speed (S):	**-21.0**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,248	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,696**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**30.8**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,122	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	5.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,415** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **52.9** pc/mi/ln

Speed (S): **45.7** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,180	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,406** pc/h/ln

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **25.6** pc/mi/ln

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,003	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,389**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**51.4**	pc/mi/ln
Speed (S):	**46.4**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,751	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,561**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**28.4**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,236	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}778} \text{ pc/h/ln}$$

Speed (S): **31.4** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{88.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,768	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,294**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**23.5**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,127	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,748** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **83.8** pc/mi/ln

Speed (S): **32.8** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,363	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,455**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**26.5**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,548	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,591**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**65.5**	pc/mi/ln
Speed (S):	**39.6**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,447	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}207} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{21.9} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,446	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,564** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **63.2** pc/mi/ln

Speed (S): **40.6** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,015	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,361** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **24.7** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,131	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,478** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **56.8** pc/mi/ln

Speed (S): **43.7** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,185	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,136**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**20.7**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,080	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,464** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **55.9** pc/mi/ln

Speed (S): **44.1** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,944	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}613} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{29.3} \text{ pc/mi/ln}$$

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,581	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,872**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**107.9**	pc/mi/ln
Speed (S):	**26.6**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,928	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,337**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**24.3**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,468	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,841**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**100.6**	pc/mi/ln
Speed (S):	**28.2**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,391	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,463** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **26.6** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,597	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$	= **2,604**	pc/h/ln	Density (D): $\frac{v_p}{S}$	= **66.7**	pc/mi/ln
Speed (S):	**39.0**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,470	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}213} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **22.1** pc/mi/ln

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,494	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,577**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**64.3**	pc/mi/ln
Speed (S):	**40.1**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,138	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,666**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**30.3**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,925	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}965} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{138.0} \text{ pc/mi/ln}$$

Speed (S): **21.5** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,088	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,381** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **25.1** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,808	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}933} \text{ pc/h/ln}$$

Speed (S): **23.3** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{125.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,474	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,028** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **37.8** pc/mi/ln

Speed (S): **53.7** mi/h

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,276	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**3,603**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-142.6**	pc/mi/ln
Speed (S):	**-25.3**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,204	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,684**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**30.6**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,164	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,573** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-158.0** pc/mi/ln

Speed (S): **-22.6** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,253	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1,697} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **30.9** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,134	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,417**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**53.0**	pc/mi/ln
Speed (S):	**45.6**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,186	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,407**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**25.6**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,029	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	5.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,394** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **51.7** pc/mi/ln

Speed (S): **46.3** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,756	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}562} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{28.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,236	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,778** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **88.5** pc/mi/ln

Speed (S): **31.4** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,774	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1,296} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **23.6** pc/mi/ln

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,127	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,748** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **83.8** pc/mi/ln

Speed (S): **32.8** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,363	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}455} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{26.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,548	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,591** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **65.5** pc/mi/ln

Speed (S): **39.6** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,447	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,207**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**21.9**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,446	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,564**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**63.2**	pc/mi/ln
Speed (S):	**40.6**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,026	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,364**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**24.8**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,150	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,483** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **57.1** pc/mi/ln

Speed (S): **43.5** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,208	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,142** pc/h/ln

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **20.8** pc/mi/ln

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,096	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00	Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents		Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5	Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2	Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):		$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980	$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,469**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**56.2**	pc/mi/ln
Speed (S):	**43.9**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,970	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,620** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **29.5** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,624	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}883} \text{ pc/h/ln}$$

Speed (S): **26.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{110.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,980	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,351**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**24.6**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,505	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,851** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **102.8** pc/mi/ln

Speed (S): **27.7** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,417	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,470** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **26.7** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,640	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,616** pc/h/ln

Speed (S): **38.6** mi/h

Density (D): $\frac{v_p}{S}$ = **67.8** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,522	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,227** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **22.3** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,531	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,587**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**65.2**	pc/mi/ln
Speed (S):	**39.7**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,172	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,675** pc/h/ln

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **30.5** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,983	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,981**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**145.0**	pc/mi/ln
Speed (S):	**20.6**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,157	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}400} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{25.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,856	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,946**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**130.5**	pc/mi/ln
Speed (S):	**22.6**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,470	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,027**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**37.7**	pc/mi/ln
Speed (S):	**53.7**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,271	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**3,602**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-143.1**	pc/mi/ln
Speed (S):	**-25.2**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,199	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,682** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **30.6** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,156	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$	= **3,570**	pc/h/ln	Density (D): $\frac{v_p}{S}$	= **-159.7**	pc/mi/ln
Speed (S):	**-22.4**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,253	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1,697} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{30.9} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,132	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	5.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$	= **2,417**	pc/h/ln	Density (D): $\frac{v_p}{S}$	= **53.0**	pc/mi/ln
Speed (S):	**45.6**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,185	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,407**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**25.6**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,026	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,394**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**51.7**	pc/mi/ln
Speed (S):	**46.3**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,756	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}562} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{28.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,236	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}778} \text{ pc/h/ln}$$

Speed (S): **31.4** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{88.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,773	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,295** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **23.5** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,127	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,748**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**83.8**	pc/mi/ln
Speed (S):	**32.8**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,363	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,455**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**26.5**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,548	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}591} \text{ pc/h/ln}$$

Speed (S): **39.6** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{65.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,447	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,207**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**21.9**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,446	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$	= **2,564**	pc/h/ln	Density (D): $\frac{v_p}{S}$	= **63.2**	pc/mi/ln
Speed (S):	**40.6**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,024	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}363} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{24.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,148	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,483**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**57.1**	pc/mi/ln
Speed (S):	**43.5**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,206	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,141**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**20.7**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,094	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,468** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **56.1** pc/mi/ln

Speed (S): **44.0** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,966	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}619} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **29.4** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,619	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,882** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **110.4** pc/mi/ln

Speed (S): **26.1** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,974	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,350** pc/h/ln

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **24.5** pc/mi/ln

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,500	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}850} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{102.6} \text{ pc/mi/ln}$$

Speed (S): **27.8** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,413	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}469} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **26.7** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,635	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}615} \text{ pc/h/ln}$$

Speed (S): **38.6** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{67.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,516	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,226** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **22.3** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,526	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
			Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,585**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**65.0**	pc/mi/ln
Speed (S):	**39.8**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,201	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}683} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{30.6} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,035	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}995} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{151.7} \text{ pc/mi/ln}$$

Speed (S): **19.7** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,218	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,416** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **25.7** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,898	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,958** pc/h/ln

Speed (S): **21.9** mi/h

Density (D): $\frac{v_p}{S}$ = **135.1** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,558	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}323} \text{ pc/h/ln}$$

Speed (S): **48.2** mi/h

Density (D): $\frac{v_p}{S}$ = **48.1** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,905	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **4,045** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-58.3** pc/mi/ln

Speed (S): **-69.4** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,462	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,025**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**37.7**	pc/mi/ln
Speed (S):	**53.8**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,881	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{4{,}038} \text{ pc/h/ln}$$

Speed (S): **-68.7** mi/h

Density (D): $\frac{v_p}{S}$ = **-58.8** pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,015	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,904**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**34.8**	pc/mi/ln
Speed (S):	**54.7**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,318	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,674**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**74.0**	pc/mi/ln
Speed (S):	**36.1**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,030	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,636** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **29.7** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,246	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2,659} \text{ pc/h/ln}$$

Speed (S): **36.8** mi/h

Density (D): $\frac{v_p}{S}$ = **72.3** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,486	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}760} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{32.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,282	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}062} \text{ pc/h/ln}$$

Speed (S): **15.7** mi/h

Density (D): $\frac{v_p}{S}$ = **195.3** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,599	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}519} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{27.6} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,278	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}061} \text{ pc/h/ln}$$

Speed (S): **15.7** mi/h

Density (D): $\frac{v_p}{S}$ = **194.5** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,982	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}623}$$ pc/h/ln

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.5}$$ pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,507	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}851} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{102.8} \text{ pc/mi/ln}$$

Speed (S): **27.7** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,146	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,397**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**25.4**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**C**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,466	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,840**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**100.4**	pc/mi/ln
Speed (S):	**28.3**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,631	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,528**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**27.8**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,031	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,722**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**80.0**	pc/mi/ln
Speed (S):	**34.0**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,855	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,318** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **24.0** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,147	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,754** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **84.7** pc/mi/ln

Speed (S): **32.5** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,903	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}873} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{34.1} \text{ pc/mi/ln}$$

Speed (S): **54.9** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,565	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}139} \text{ pc/h/ln}$$

Speed (S): **10.7** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{292.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,928	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}609} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **29.3** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,626	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}155} \text{ pc/h/ln}$$

Speed (S): **9.7** mi/h

Density (D): $\frac{v_p}{S}$ = **326.3** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,223	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1,689} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **30.7** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,658	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}892} \text{ pc/h/ln}$$

Speed (S): **25.6** mi/h

Density (D): $\frac{v_p}{S} = \mathbf{113.2}$ pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,324	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}445} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **26.3** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,767	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}922} \text{ pc/h/ln}$$

Speed (S): **23.9** mi/h

Density (D): $\frac{v_p}{S}$ = **122.2** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,278	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}975} \text{ pc/h/ln}$$

Speed (S): **54.2** mi/h

Density (D): $\frac{v_p}{S}$ = **36.4** pc/mi/ln

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,290	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}335} \text{ pc/h/ln}$$

Speed (S): **-3.2** mi/h

Density (D): $\frac{v_p}{S}$ = **-1050.3** pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,311	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,713** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **31.1** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,477	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,386** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-476.6** pc/mi/ln

Speed (S): **-7.1** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,595	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,333**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**48.6**	pc/mi/ln
Speed (S):	**48.0**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,942	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **4,055** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-57.5** pc/mi/ln

Speed (S): **-70.5** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,500	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}035} \text{ pc/h/ln}$$

Speed (S): **53.6** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{37.9} \text{ pc/mi/ln}$$

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,948	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{4{,}057}$$ pc/h/ln

Speed (S): **-70.8** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-57.3}$$ pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,020	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}905} \text{ pc/h/ln}$$

Speed (S): **54.7** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{34.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,330	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2,677} \text{ pc/h/ln}$$

Speed (S): **36.0** mi/h

Density (D): $\frac{v_p}{S}$ = **74.3** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,036	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}638} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,272	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,664**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**72.8**	pc/mi/ln
Speed (S):	**36.6**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,491	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}762} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{32.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,282	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}062} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{195.3} \text{ pc/mi/ln}$$

Speed (S): **15.7** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,605	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}521} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **27.7** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,278	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}061} \text{ pc/h/ln}$$

Speed (S): **15.7** mi/h

Density (D): $\frac{v_p}{S}$ = **194.5** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,982	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}623} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,507	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}851} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{102.8} \text{ pc/mi/ln}$$

Speed (S): **27.7** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,146	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}397} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{25.4} \text{ pc/mi/ln}$$

Speed (S): **55.0** mi/h

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,466	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}840} \text{ pc/h/ln}$$

Speed (S): **28.3** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{100.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,642	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,531** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **27.8** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,050	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}727} \text{ pc/h/ln}$$

Speed (S): **33.8** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{80.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,878	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,324** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **24.1** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,163	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
			Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,758**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**85.3**	pc/mi/ln
Speed (S):	**32.3**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,929	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}880} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{34.3} \text{ pc/mi/ln}$$

Speed (S): **54.8** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,608	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}150} \text{ pc/h/ln}$$

Speed (S): **10.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{314.9} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,980	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}623} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,663	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,165** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **351.8** pc/mi/ln

Speed (S): **9.0** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,249	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1,696} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **30.8** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,701	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}904} \text{ pc/h/ln}$$

Speed (S): **24.9** mi/h

Density (D): $\frac{v_p}{S}$ = **116.6** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,376	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}459} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{26.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,804	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}932} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{125.5} \text{ pc/mi/ln}$$

Speed (S): **23.4** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,312	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,984**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**36.6**	pc/mi/ln
Speed (S):	**54.2**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,348	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,351** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-762.6** pc/mi/ln

Speed (S): **-4.4** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,380	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}731} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{31.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,525	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3,399} \text{ pc/h/ln}$$

Speed (S): **-8.1** mi/h

Density (D): $\frac{v_p}{S}$ = **-418.2** pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,591	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,331**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**48.5**	pc/mi/ln
Speed (S):	**48.0**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,937	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **4,054** pc/h/ln

Speed (S): **-70.4** mi/h

Density (D): $\frac{v_p}{S}$ = **-57.6** pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,495	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}034}$$ pc/h/ln

Speed (S): **53.6** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{37.9}$$ pc/mi/ln

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,940	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{4{,}054} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{-57.6} \text{ pc/mi/ln}$$

Speed (S): **-70.4** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,020	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}905} \text{ pc/h/ln}$$

Speed (S): **54.7** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{34.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,328	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2,677} \text{ pc/h/ln}$$

Speed (S): **36.0** mi/h

Density (D): $\frac{v_p}{S}$ = **74.3** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,035	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}638} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **29.8** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,269	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}664} \text{ pc/h/ln}$$

Speed (S): **36.6** mi/h

Density (D): $\frac{v_p}{S}$ = **72.8** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,491	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}762} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{32.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,282	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}062} \text{ pc/h/ln}$$

Speed (S): **15.7** mi/h

Density (D): $\frac{v_p}{S}$ = **195.3** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,604	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,521** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **27.7** pc/mi/ln

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,278	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}061} \text{ pc/h/ln}$$

Speed (S): **15.7** mi/h

Density (D): $\frac{v_p}{S}$ = **194.5** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,982	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}623} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,507	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}851} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{102.8} \text{ pc/mi/ln}$$

Speed (S): **27.7** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,146	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}397} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{25.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,466	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}840} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{100.4} \text{ pc/mi/ln}$$

Speed (S): **28.3** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,640	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}531} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **27.8** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,048	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}727} \text{ pc/h/ln}$$

Speed (S): **33.8** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{80.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,876	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}323} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{24.1} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,161	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}758} \text{ pc/h/ln}$$

Speed (S): **32.3** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{85.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,925	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}879} \text{ pc/h/ln}$$

Speed (S): **54.8** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{34.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,603	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}149} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{312.7} \text{ pc/mi/ln}$$

Speed (S): **10.1** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,974	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}621} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S} = \mathbf{29.5}$ pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,658	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
			Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**3,164**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**349.1**	pc/mi/ln
Speed (S):	**9.1**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,245	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}695} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{30.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,696	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}903} \text{ pc/h/ln}$$

Speed (S): **25.0** mi/h

Density (D): $\frac{v_p}{S}$ = **116.3** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,370	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
			Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,457**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**26.5**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,799	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,931**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**125.2**	pc/mi/ln
Speed (S):	**23.4**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,307	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}983}$$ pc/h/ln

Speed (S): **54.2** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{36.6}$$ pc/mi/ln

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,342	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}349} \text{ pc/h/ln}$$

Speed (S): **-4.2** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-789.6} \text{ pc/mi/ln}$$

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,372	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}729}$$ pc/h/ln

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{31.4}$$ pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,519	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}397} \text{ pc/h/ln}$$

Speed (S): **-8.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-426.2} \text{ pc/mi/ln}$$

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,539	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,860**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**104.9**	pc/mi/ln
Speed (S):	**27.3**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	17,880	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **4,852** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-27.7** pc/mi/ln

Speed (S): **-175.0** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,472	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,571** pc/h/ln

Speed (S): **40.3** mi/h

Density (D): $\frac{v_p}{S}$ = **63.8** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	18,125	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**4,919**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-26.6**	pc/mi/ln
Speed (S):	**-185.2**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,530	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,315** pc/h/ln

Speed (S): **48.5** mi/h

Density (D): $\frac{v_p}{S}$ = **47.8** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,599	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}170} \text{ pc/h/ln}$$

Speed (S): **8.7** mi/h

Density (D): $\frac{v_p}{S}$ = **366.1** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,494	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,034** pc/h/ln

Speed (S): **53.6** mi/h

Density (D): $\frac{v_p}{S}$ = **37.9** pc/mi/ln

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,732	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3,198} \text{ pc/h/ln}$$

Density (D): $\frac{v_p}{S}$ = **474.1** pc/mi/ln

Speed (S): **6.7** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,929	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}152} \text{ pc/h/ln}$$

Speed (S): **51.9** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{41.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,345	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,622** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-134.3** pc/mi/ln

Speed (S): **-27.0** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,011	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,903** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **34.8** pc/mi/ln

Speed (S): **54.7** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,513	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,667** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-118.1** pc/mi/ln

Speed (S): **-31.1** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,245	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,966**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**36.2**	pc/mi/ln
Speed (S):	**54.3**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,349	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$	= **3,351**	pc/h/ln	Density (D): $\frac{v_p}{S}$	= **-762.6**	pc/mi/ln
Speed (S):	**-4.4**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,317	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}714} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{31.2} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,472	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3,385} \text{ pc/h/ln}$$

Speed (S): **-7.0** mi/h

Density (D): $\frac{v_p}{S}$ = **-481.7** pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,863	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
			Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,863**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**33.9**	pc/mi/ln
Speed (S):	**54.9**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,782	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,197** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **469.1** pc/mi/ln

Speed (S): **6.8** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,977	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,622** pc/h/ln

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **29.5** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,169	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}302} \text{ pc/h/ln}$$

Speed (S): **-0.7** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-4712.2} \text{ pc/mi/ln}$$

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,570	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}326} \text{ pc/h/ln}$$

Speed (S): **48.2** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{48.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,445	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**3,649**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-124.1**	pc/mi/ln
Speed (S):	**-29.4**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,459	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00	Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents		Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5	Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2	Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):		$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980	$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,024**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**37.6**	pc/mi/ln
Speed (S):	**53.8**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,819	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**3,750**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-96.4**	pc/mi/ln
Speed (S):	**-38.9**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,697	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,089** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **39.5** pc/mi/ln

Speed (S): **52.9** mi/h

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,541	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}403} \text{ pc/h/ln}$$

Speed (S): **-8.4** mi/h

Density (D): $\frac{v_p}{S}$ = **-403.0** pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,594	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,790**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**32.5**	pc/mi/ln
Speed (S):	**55.0**	mi/h	Level of Service (LOS):	**D**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,017	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}533} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{-184.5} \text{ pc/mi/ln}$$

Speed (S): **-19.2** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,159	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}486} \text{ pc/h/ln}$$

Speed (S): **43.4** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{57.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,590	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,960** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-65.8** pc/mi/ln

Speed (S): **-60.2** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,013	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}175} \text{ pc/h/ln}$$

Speed (S): **51.5** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{42.2} \text{ pc/mi/ln}$$

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	15,269	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **4,144** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-51.4** pc/mi/ln

Speed (S): **-80.7** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,576	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}870} \text{ pc/h/ln}$$

Speed (S): **26.7** mi/h

Density (D): $\frac{v_p}{S}$ = **107.4** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	17,917	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
			Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**4,862**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-27.5**	pc/mi/ln
Speed (S):	**-176.5**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,510	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,581**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**64.6**	pc/mi/ln
Speed (S):	**39.9**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	18,192	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**4,937**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-26.3**	pc/mi/ln
Speed (S):	**-188.0**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,535	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}316} \text{ pc/h/ln}$$

Speed (S): **48.4** mi/h

Density (D): $\frac{v_p}{S}$ = **47.8** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,611	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3,172} \text{ pc/h/ln}$$

Speed (S): **8.5** mi/h

Density (D): $\frac{v_p}{S}$ = **372.1** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,500	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,035**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**37.9**	pc/mi/ln
Speed (S):	**53.6**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,758	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**3,204**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**506.1**	pc/mi/ln
Speed (S):	**6.3**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,934	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}153} \text{ pc/h/ln}$$

Speed (S): **51.9** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{41.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,345	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}622} \text{ pc/h/ln}$$

Speed (S): **-27.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-134.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,017	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}904} \text{ pc/h/ln}$$

Speed (S): **54.7** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{34.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,513	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**3,667**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-118.1**	pc/mi/ln
Speed (S):	**-31.1**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,245	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,966** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **36.2** pc/mi/ln

Speed (S): **54.3** mi/h

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,349	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**3,351**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-762.6**	pc/mi/ln
Speed (S):	**-4.4**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,317	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,714** pc/h/ln

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **31.2** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,472	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,385** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-481.7** pc/mi/ln

Speed (S): **-7.0** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,874	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}866} \text{ pc/h/ln}$$

Speed (S): **54.9** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{34.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,801	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,203** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **500.5** pc/mi/ln

Speed (S): **6.4** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,000	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}628}$$ pc/h/ln

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.6}$$ pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,185	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}307} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{-3084.3} \text{ pc/mi/ln}$$

Speed (S): **-1.1** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,596	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}333} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{48.6} \text{ pc/mi/ln}$$

Speed (S): **48.0** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,488	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}660} \text{ pc/h/ln}$$

Density (D): $\frac{v_p}{S}$ = **-120.3** pc/mi/ln

Speed (S): **-30.4** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,511	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
			Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,038**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**38.0**	pc/mi/ln
Speed (S):	**53.6**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,856	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,760** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-94.4** pc/mi/ln

Speed (S): **-39.8** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,723	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}096} \text{ pc/h/ln}$$

Speed (S): **52.8** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{39.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,584	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}415} \text{ pc/h/ln}$$

Speed (S): **-9.4** mi/h

Density (D): $\frac{v_p}{S}$ = **-363.4** pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,646	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}804} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{32.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,054	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,543** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-177.1** pc/mi/ln

Speed (S): **-20.0** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,193	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,495**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**57.9**	pc/mi/ln
Speed (S):	**43.1**	mi/h	Level of Service (LOS):	**F**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,648	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}975} \text{ pc/h/ln}$$

Speed (S): **-61.8** mi/h

Density (D): $\frac{v_p}{S}$ = **-64.3** pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,082	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **2,193** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **42.8** pc/mi/ln

Speed (S): **51.2** mi/h

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	15,317	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{4{,}157} \text{ pc/h/ln}$$

Speed (S): **-82.2** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-50.6} \text{ pc/mi/ln}$$

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	10,572	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}869} \text{ pc/h/ln}$$

Speed (S): **26.8** mi/h

Density (D): $\frac{v_p}{S}$ = **107.1** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	17,912	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$	= **4,861**	pc/h/ln	Density (D): $\frac{v_p}{S}$	= **-27.6**	pc/mi/ln
Speed (S):	**-176.3**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Northbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,505	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}580} \text{ pc/h/ln}$$

Speed (S): **40.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{64.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US 101 Southbound

between Barham Boulevard & Highland Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	18,184	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**4,935**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**-26.3**	pc/mi/ln
Speed (S):	**-187.7**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,535	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}316} \text{ pc/h/ln}$$

Speed (S): **48.4** mi/h

Density (D): $\frac{v_p}{S}$ = **47.8** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,609	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}172}$$ pc/h/ln

Density (D):

$$\frac{v_p}{S} = \mathbf{372.1}$$ pc/mi/ln

Speed (S): **8.5** mi/h

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Northbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,499	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,035**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**37.9**	pc/mi/ln
Speed (S):	**53.6**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US 101 Southbound

between Highland Avenue & Cahuenga Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,755	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	5.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}203} \text{ pc/h/ln}$$

Speed (S): **6.4** mi/h

Density (D): $\frac{v_p}{S}$ = **500.5** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,934	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}153} \text{ pc/h/ln}$$

Speed (S): **51.9** mi/h

Density (D): $\frac{v_p}{S}$ = **41.5** pc/mi/ln

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,345	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,622** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-134.3** pc/mi/ln

Speed (S): **-27.0** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,016	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}904} \text{ pc/h/ln}$$

Speed (S): **54.7** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{34.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-3 US 101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,513	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,667** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-118.1** pc/mi/ln

Speed (S): **-31.1** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

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FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,245	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			75.4 - f_{LW} - f_{LC}		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		- 3.22TRD^(0.84) =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**1,966**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**36.2**	pc/mi/ln
Speed (S):	**54.3**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,349	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}351} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{-762.6} \text{ pc/mi/ln}$$

Speed (S): **-4.4** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,317	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}714} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{31.2} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-4 US 101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,472	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}385}$$ pc/h/ln

Speed (S): **-7.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-481.7}$$ pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,872	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **1,865** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **34.0** pc/mi/ln

Speed (S): **54.9** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	11,799	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____}$$ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}202}$$ pc/h/ln

Speed (S): **6.5** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{495.0}$$ pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Northbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,998	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}628} \text{ pc/h/ln}$$

Density (D):

$$\frac{v_p}{S} = \mathbf{29.6} \text{ pc/mi/ln}$$

Speed (S): **55.0** mi/h

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-5 US 101 Southbound

between Hollywood Boulevard & Sunset Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,183	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3,306} \text{ pc/h/ln}$$

Speed (S): **-1.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-3313.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,592	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}332} \text{ pc/h/ln}$$

Speed (S): **48.0** mi/h

Density (D): $\frac{v_p}{S}$ = **48.6** pc/mi/ln

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,483	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$	= **3,659**	pc/h/ln	Density (D): $\frac{v_p}{S}$	= **-120.7**	pc/mi/ln
Speed (S):	**-30.3**	mi/h	Level of Service (LOS):	**A**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Northbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,505	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents			Lateral Clearance (f_{LC}):		mi/h
for Trucks & Buses (E_T):	1.5		Total Ramp Density (TRD):		ramps/mi
for RVs (E_R):	1.2		Free-Flow Speed:		
Heavy Vehicle Factor (f_{HV}):			$75.4 - f_{LW} - f_{LC}$		
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980		$- 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ =	**2,037**	pc/h/ln	Density (D): $\frac{v_p}{S}$ =	**38.0**	pc/mi/ln
Speed (S):	**53.6**	mi/h	Level of Service (LOS):	**E**	

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-6 US 101 Southbound

between Sunset Boulevard & Western Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,851	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations			Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00		Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5		Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2		Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980		Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$	=	mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,759** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-94.6** pc/mi/ln

Speed (S): **-39.8** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	7,719	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}095} \text{ pc/h/ln}$$

Speed (S): **52.9** mi/h

Density (D): $\frac{v_p}{S}$ = **39.6** pc/mi/ln

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	12,579	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}414} \text{ pc/h/ln}$$

Speed (S): **-9.3** mi/h

Density (D): $\frac{v_p}{S}$ = **-366.4** pc/mi/ln

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Northbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,640	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder		
% RVs (P_R):	0.00	%	Lateral Clearance:		ft
Grade Length:		mi	Number of Ramps in 6 miles		
Grade %:		%	Centered on Segment:		ramps
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ = _____ mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}802} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D): $\frac{v_p}{S}$ = **32.8** pc/mi/ln

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-7 US 101 Southbound

between Western Avenue & Santa Monica Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	13,049	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations		
Driver Population Factor (f_p):	1.00	Lane Width (f_{LW}):		mi/h
Passenger Car Equivalents for Trucks & Buses (E_T):	1.5	Lateral Clearance (f_{LC}):		mi/h
for RVs (E_R):	1.2	Total Ramp Density (TRD):		ramps/mi
Heavy Vehicle Factor (f_{HV}): $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ =	0.980	Free-Flow Speed: $75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84}$ =		mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p): $\frac{V}{PHF * N * f_{HV} * f_p}$ = **3,541** pc/h/ln

Density (D): $\frac{v_p}{S}$ = **-178.5** pc/mi/ln

Speed (S): **-19.8** mi/h

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	9,188	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}493} \text{ pc/h/ln}$$

Speed (S): **43.1** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{57.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **F**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	14,642	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{3{,}974} \text{ pc/h/ln}$$

Speed (S): **-61.7** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-64.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Northbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	8,074	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	**Other Inputs**		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{2{,}191} \text{ pc/h/ln}$$

Speed (S): **51.2** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{42.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **E**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)

Crossroads Hollywood Project

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-8 US 101 Southbound

between Santa Monica Boulevard & Melrose Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	15,311	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.940		Lane Width:		ft
% Trucks & Buses (P_T):	4.04	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi			
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents
for Trucks & Buses (E_T): 1.5
for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.980$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{0.84} = \text{_____ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{4{,}155} \text{ pc/h/ln}$$

Speed (S): **-81.9** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{-50.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **A**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	138	8	573	3	1	3	26	1220	14	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	150	9	623	3	1	3	28	1326	15			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	117	4	712	105	21	712	43	2144	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	8	1583	0	46	1583	102	5146	1583			
Grp Volume(v), veh/h	159	0	623	4	0	3	509	845	15			
Grp Sat Flow(s),veh/h/ln	8	0	1583	46	0	1583	1858	1695	1583			
Q Serve(g_s), s	0.0	0.0	21.4	0.0	0.0	0.1	13.2	11.6	0.3			
Cycle Q Clear(g_c), s	27.0	0.0	21.4	27.0	0.0	0.1	13.2	11.6	0.3			
Prop In Lane	0.94		1.00	0.75		1.00	0.06		1.00			
Lane Grp Cap(c), veh/h	120	0	712	126	0	712	774	1413	660			
V/C Ratio(X)	1.32	0.00	0.87	0.03	0.00	0.00	0.66	0.60	0.02			
Avail Cap(c_a), veh/h	120	0	712	126	0	712	774	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	29.2	0.0	15.0	14.9	0.0	9.1	14.1	13.6	10.3			
Incr Delay (d2), s/veh	191.1	0.0	11.7	0.1	0.0	0.0	4.3	1.9	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	15.1	0.0	17.0	0.1	0.0	0.1	12.1	9.7	0.3			
LnGrp Delay(d),s/veh	220.3	0.0	26.7	15.0	0.0	9.1	18.4	15.5	10.4			
LnGrp LOS	F		C	B		A	B	B	B			
Approach Vol, veh/h		782			7			1369				
Approach Delay, s/veh		66.0			12.5			16.5				
Approach LOS		E			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		15.2		29.0				29.0
Green Ext Time (p_c), s		6.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

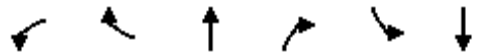
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	0	0	0	10	2349	170	98	2209	6
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	2	2				11	2553	185	107	2401	7
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	0	15	12				43	5382	387	160	4657	1450
Arrive On Green	0.00	0.00	0.00				0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	0	3632	2787				8	5877	423	103	5085	1583
Grp Volume(v), veh/h	0	2	2				775	1265	709	107	2401	7
Grp Sat Flow(s),veh/h/ln	0	1770	1393				1772	1458	1620	103	1695	1583
Q Serve(g_s), s	0.0	0.1	0.1				0.0	6.5	6.5	85.0	7.5	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1				6.0	6.5	6.5	91.6	7.5	0.0
Prop In Lane	0.00		1.00				0.01		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	0	15	12				1659	2670	1484	160	4657	1450
V/C Ratio(X)	0.00	0.13	0.17				0.47	0.47	0.48	0.67	0.52	0.00
Avail Cap(c_a), veh/h	0	1663	1310				1659	2670	1484	160	4657	1450
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	49.6				0.6	0.6	0.6	15.2	0.7	0.4
Incr Delay (d2), s/veh	0.0	4.0	6.7				0.9	0.6	1.1	20.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.1				5.8	4.8	5.8	6.9	6.3	0.0
LnGrp Delay(d),s/veh	0.0	53.6	56.3				1.6	1.2	1.7	35.4	1.1	0.4
LnGrp LOS		D	E				A	A	A	D	A	A
Approach Vol, veh/h		4						2749			2515	
Approach Delay, s/veh		55.0						1.5			2.5	
Approach LOS		D						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		4.4		95.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		8.5		2.1		93.6		
Green Ext Time (p_c), s		7.5		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	2.0
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	609	0	0	1269	63	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1863			3539	1763	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1863			3539	1763	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	662	0	0	1379	68	5
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	662	0	0	1379	71	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	57.7			57.7	34.3	
Effective Green, g (s)	57.7			57.7	34.3	
Actuated g/C Ratio	0.58			0.58	0.34	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1074			2042	604	
v/s Ratio Prot	0.36			c0.39	c0.04	
v/s Ratio Perm						
v/c Ratio	0.62			0.68	0.12	
Uniform Delay, d1	13.9			14.7	22.5	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.1			0.9	0.4	
Delay (s)	14.9			15.6	22.9	
Level of Service	B			B	C	
Approach Delay (s)	14.9			15.6	22.9	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	334	30	967	0	0	780
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.99		1.00			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	3412		3539			3539
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	3412		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	363	33	1051	0	0	848
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	388	0	1051	0	0	848
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	16.7		75.3			75.3
Effective Green, g (s)	16.7		75.3			75.3
Actuated g/C Ratio	0.17		0.75			0.75
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	569		2664			2664
v/s Ratio Prot	c0.11		c0.30			0.24
v/s Ratio Perm						
v/c Ratio	0.68		0.39			0.32
Uniform Delay, d1	39.1		4.3			4.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	3.4		0.4			0.3
Delay (s)	42.5		4.8			4.3
Level of Service	D		A			A
Approach Delay (s)	42.5		4.8			4.3
Approach LOS	D		A			A

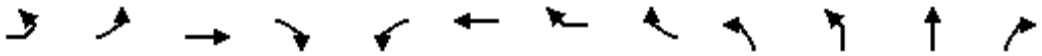
Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	378	43	0	880	111	237	0	127	1420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.94	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1703	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1703	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	411	47	0	957	121	258	0	138	1543
RTOR Reduction (vph)	0	0	0	0	25	150	0	0	0
Lane Group Flow (vph)	411	47	0	957	171	33	0	138	1543
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	302	267		281	1583
v/s Ratio Prot	0.12	0.03		0.27	0.10				
v/s Ratio Perm						0.02		0.09	c0.97
v/c Ratio	0.16	0.17		0.37	0.57	0.12		0.49	0.97
Uniform Delay, d1	3.6	31.4		4.4	33.8	31.1		33.3	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	1.3		0.4	7.5	0.9		6.0	17.4
Delay (s)	3.8	32.6		4.8	41.4	32.0		39.4	17.4
Level of Service	A	C		A	D	C		D	B
Approach Delay (s)	6.7			4.8	36.9		19.2		
Approach LOS	A			A	D		B		

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.9%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

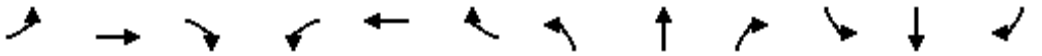


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	172	12	421	101	135	840	633	17	21	183	21	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.93				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3308				1681	1700	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3308				1011	1700	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	13	458	110	147	913	688	18	23	199	23	38
RTOR Reduction (vph)	0	0	0	59	0	0	0	0	0	0	0	31
Lane Group Flow (vph)	0	200	458	51	147	1619	0	0	0	121	124	7
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	48.4	48.4	13.7	55.1				7.0	7.0	20.7
Effective Green, g (s)		8.0	48.4	48.4	13.7	55.1				7.0	7.0	20.7
Actuated g/C Ratio		0.08	0.46	0.46	0.13	0.52				0.07	0.07	0.20
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1631	729	230	1735				67	113	312
v/s Ratio Prot			0.13		0.08	c0.49					0.07	0.00
v/s Ratio Perm		c0.21		0.03						c0.12		0.00
v/c Ratio		2.86	0.28	0.07	0.64	0.93				1.81	1.10	0.02
Uniform Delay, d1		48.5	17.5	15.8	43.3	23.2				49.0	49.0	34.0
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		873.6	0.4	0.2	5.7	10.7				415.3	113.3	0.0
Delay (s)		922.1	18.0	15.9	49.0	33.9				464.3	162.3	34.0
Level of Service		F	B	B	D	C				F	F	C
Approach Delay (s)			253.1			35.1					274.2	
Approach LOS			F			D					F	

Intersection Summary			
HCM 2000 Control Delay	112.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

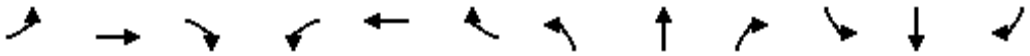
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	71	115	15	50
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3349		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3349		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	125	16	54
RTOR Reduction (vph)	0	39	0	0
Lane Group Flow (vph)	77	156	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	9.9	9.9		
Effective Green, g (s)	9.9	9.9		
Actuated g/C Ratio	0.09	0.09		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	166	315		
v/s Ratio Prot	0.04	c0.05		
v/s Ratio Perm				
v/c Ratio	0.46	0.50		
Uniform Delay, d1	45.0	45.2		
Progression Factor	1.00	1.00		
Incremental Delay, d2	2.0	1.2		
Delay (s)	47.1	46.4		
Level of Service	D	D		
Approach Delay (s)		46.6		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	468	185	38	1302	0	0	0	0	494	4	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.93	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1607	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1607	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	509	201	41	1415	0	0	0	0	537	4	153
RTOR Reduction (vph)	0	0	91	0	0	0	0	0	0	0	33	0
Lane Group Flow (vph)	0	509	110	41	1415	0	0	0	0	354	307	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		49.9	49.9	5.2	59.1					21.9	21.9	
Effective Green, g (s)		49.9	49.9	5.2	59.1					21.9	21.9	
Actuated g/C Ratio		0.55	0.55	0.06	0.65					0.24	0.24	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1942	868	101	2300					404	387	
v/s Ratio Prot		0.14		0.02	c0.40							
v/s Ratio Perm			0.07							c0.21	0.19	
v/c Ratio		0.26	0.13	0.41	0.62					0.88	0.79	
Uniform Delay, d1		10.8	9.9	41.4	9.3					33.2	32.4	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.3	0.3	2.7	0.5					18.7	10.7	
Delay (s)		11.1	10.2	44.0	9.8					51.9	43.1	
Level of Service		B	B	D	A					D	D	
Approach Delay (s)		10.9			10.7			0.0			47.6	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	891	0	0	988	762	378	0	129	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.21	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	385	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	968	0	0	1074	828	411	0	140	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	345	0	0	115	0	0	0
Lane Group Flow (vph)	98	968	0	0	1074	483	411	0	25	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	52.5	52.5			52.5	52.5	16.1		16.1			
Effective Green, g (s)	52.5	52.5			52.5	52.5	16.1		16.1			
Actuated g/C Ratio	0.58	0.58			0.58	0.58	0.18		0.18			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	224	2064			2064	923	614		283			
v/s Ratio Prot		0.27			0.30		c0.12					
v/s Ratio Perm	0.25					c0.31			0.02			
v/c Ratio	0.44	0.47			0.52	0.52	0.67		0.09			
Uniform Delay, d1	10.5	10.8			11.2	11.2	34.5		30.8			
Progression Factor	1.00	1.00			0.58	1.57	1.00		1.00			
Incremental Delay, d2	6.1	0.8			0.9	2.1	2.8		0.1			
Delay (s)	16.6	11.5			7.4	19.8	37.2		31.0			
Level of Service	B	B			A	B	D		C			
Approach Delay (s)		12.0			12.8			35.6			0.0	
Approach LOS		B			B			D			A	

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	106	827	37	201	1070	37	38	1088	93	69	1288	193
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	115	899	40	218	1163	40	41	1183	101	75	1400	210
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	1086	48	303	1246	43	140	2355	895	201	2068	310
Arrive On Green	0.08	0.42	0.42	0.20	0.71	0.71	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1774	3452	154	1774	3491	120	313	5085	1583	429	4465	669
Grp Volume(v), veh/h	115	461	478	218	589	614	41	1183	101	75	1063	547
Grp Sat Flow(s),veh/h/ln	1774	1770	1836	1774	1770	1842	313	1695	1583	429	1695	1745
Q Serve(g_s), s	4.3	23.2	23.2	8.1	28.5	28.6	11.8	16.3	3.0	14.8	24.5	24.5
Cycle Q Clear(g_c), s	4.3	23.2	23.2	8.1	28.5	28.6	36.3	16.3	3.0	31.1	24.5	24.5
Prop In Lane	1.00		0.08	1.00		0.07	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	211	557	578	303	632	657	140	2355	895	201	1570	808
V/C Ratio(X)	0.54	0.83	0.83	0.72	0.93	0.93	0.29	0.50	0.11	0.37	0.68	0.68
Avail Cap(c_a), veh/h	211	557	578	334	655	681	140	2355	895	201	1570	808
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	26.7	26.7	20.1	13.3	13.3	35.2	18.8	10.1	29.7	21.0	21.0
Incr Delay (d2), s/veh	2.0	7.3	7.1	4.3	14.6	14.2	5.2	0.8	0.3	5.3	2.4	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	17.3	17.8	6.9	20.8	21.9	2.2	12.3	2.4	3.7	17.5	18.6
LnGrp Delay(d),s/veh	26.3	34.0	33.8	24.4	27.8	27.5	40.4	19.6	10.3	34.9	23.4	25.5
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	C	C
Approach Vol, veh/h		1054			1421			1325			1685	
Approach Delay, s/veh		33.1			27.2			19.5			24.6	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.3	14.2	35.5		50.3	10.0	39.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		45.0	12.0	31.0		45.0	6.0	37.0
Max Q Clear Time (g_c+I1), s		38.3	10.1	25.2		33.1	6.3	30.6
Green Ext Time (p_c), s		6.4	0.1	5.0		11.1	0.0	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	31	923	32	119	1247	42	26	53	19	49	77	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	34	1003	35	129	1355	46	28	58	21	53	84	71
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1933	67	372	1935	66	177	353	118	170	266	203
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	383	3489	122	541	3493	118	358	964	323	342	726	554
Grp Volume(v), veh/h	34	509	529	129	686	715	107	0	0	208	0	0
Grp Sat Flow(s),veh/h/ln	383	1770	1841	541	1770	1842	1645	0	0	1622	0	0
Q Serve(g_s), s	4.0	0.0	0.0	9.2	21.1	21.2	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	25.2	0.0	0.0	9.2	21.1	21.2	4.0	0.0	0.0	8.8	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.06	0.26		0.20	0.25		0.34
Lane Grp Cap(c), veh/h	203	980	1020	372	980	1020	648	0	0	639	0	0
V/C Ratio(X)	0.17	0.52	0.52	0.35	0.70	0.70	0.17	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	240	1150	1197	424	1150	1197	648	0	0	639	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.55	0.55	0.55	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.8	0.0	0.0	7.1	8.6	8.7	21.4	0.0	0.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.3	0.9	0.8	0.5	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.1	0.1	2.5	14.0	14.5	3.8	0.0	0.0	7.8	0.0	0.0
LnGrp Delay(d),s/veh	5.0	0.2	0.2	7.4	9.5	9.5	21.9	0.0	0.0	24.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		1072			1530			107			208	
Approach Delay, s/veh		0.4			9.3			21.9			24.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.6		59.4		40.6		59.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0		65.0		27.0		65.0
Max Q Clear Time (g_c+I1), s		6.0		27.2		10.8		23.2
Green Ext Time (p_c), s		1.8		28.2		1.7		30.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	801	17	21	1434	20	23	85	24	44	127	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	33	871	18	23	1559	22	25	92	26	48	138	92
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1723	36	368	1736	24	140	498	132	138	387	239
Arrive On Green	0.97	0.97	0.97	0.97	0.97	0.97	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	322	3546	73	623	3573	50	226	1146	305	221	891	550
Grp Volume(v), veh/h	33	435	454	23	771	810	143	0	0	278	0	0
Grp Sat Flow(s),veh/h/ln	322	1770	1850	623	1770	1854	1677	0	0	1662	0	0
Q Serve(g_s), s	2.5	1.4	1.4	0.2	9.6	9.7	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	10.8	1.4	1.4	1.3	9.6	9.7	4.9	0.0	0.0	10.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.03	0.17		0.18	0.17		0.33
Lane Grp Cap(c), veh/h	202	860	899	368	860	901	770	0	0	764	0	0
V/C Ratio(X)	0.16	0.51	0.51	0.06	0.90	0.90	0.19	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	245	1097	1147	451	1097	1149	770	0	0	764	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.55	0.55	0.55	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.9	0.7	0.7	0.8	0.9	0.9	17.4	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.4	0.0	4.9	4.8	0.5	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	1.0	1.0	0.1	4.9	5.0	4.6	0.0	0.0	9.3	0.0	0.0
LnGrp Delay(d),s/veh	2.2	1.1	1.1	0.8	5.7	5.6	17.9	0.0	0.0	20.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			C		
Approach Vol, veh/h		922			1604			143			278	
Approach Delay, s/veh		1.2			5.6			17.9			20.4	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		48.8		51.2		48.8		51.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		30.0		62.0		30.0		62.0
Max Q Clear Time (g_c+I1), s		6.9		12.8		12.7		11.7
Green Ext Time (p_c), s		2.7		33.0		2.4		33.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	753	44	62	1267	27	24	383	16	23	719	177
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	74	818	48	67	1377	29	26	416	17	25	782	192
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1532	90	351	1598	34	79	1291	56	59	1267	307
Arrive On Green	0.90	0.90	0.90	0.90	0.90	0.90	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	381	3398	199	636	3545	75	84	2753	120	45	2701	654
Grp Volume(v), veh/h	74	426	440	67	687	719	222	0	237	535	0	464
Grp Sat Flow(s),veh/h/ln	381	1770	1828	636	1770	1850	1283	0	1674	1820	0	1580
Q Serve(g_s), s	8.1	4.6	4.6	1.6	17.1	17.2	1.8	0.0	8.8	0.0	0.0	22.1
Cycle Q Clear(g_c), s	16.0	4.6	4.6	2.9	17.1	17.2	25.9	0.0	8.8	21.4	0.0	22.1
Prop In Lane	1.00		0.11	1.00		0.04	0.12		0.07	0.05		0.41
Lane Grp Cap(c), veh/h	214	798	824	351	798	834	642	0	785	892	0	741
V/C Ratio(X)	0.35	0.53	0.53	0.19	0.86	0.86	0.35	0.00	0.30	0.60	0.00	0.63
Avail Cap(c_a), veh/h	255	991	1023	420	991	1036	642	0	785	892	0	741
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.1	2.9	2.9	2.9	3.5	3.5	16.6	0.0	16.4	19.8	0.0	19.9
Incr Delay (d2), s/veh	0.9	0.5	0.5	0.0	0.6	0.6	1.5	0.0	1.0	3.0	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	3.6	3.7	0.5	8.3	8.6	7.1	0.0	7.6	17.4	0.0	15.6
LnGrp Delay(d),s/veh	6.0	3.4	3.4	3.0	4.2	4.2	18.0	0.0	17.4	22.8	0.0	23.9
LnGrp LOS	A	A	A	A	A	A	B		B	C		C
Approach Vol, veh/h		940			1473			459			999	
Approach Delay, s/veh		3.6			4.1			17.7			23.3	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		51.0		49.0		51.0		49.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		27.9		18.0		24.1		19.2
Green Ext Time (p_c), s		5.3		26.3		7.2		25.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	738	64	135	1227	42	80	956	89	43	1151	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	66	802	70	147	1334	46	87	1039	97	47	1251	147
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	1285	112	253	1361	47	159	1876	839	237	1692	198
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	391	3294	287	633	3491	120	384	3539	1583	493	3193	374
Grp Volume(v), veh/h	66	431	441	147	676	704	87	1039	97	47	691	707
Grp Sat Flow(s),veh/h/ln	391	1770	1812	633	1770	1842	384	1770	1583	493	1770	1797
Q Serve(g_s), s	3.2	10.4	10.4	18.6	35.5	35.8	22.5	19.5	3.1	7.0	30.1	30.5
Cycle Q Clear(g_c), s	39.0	10.4	10.4	29.1	35.5	35.8	53.0	19.5	3.1	26.5	30.1	30.5
Prop In Lane	1.00		0.16	1.00		0.07	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	84	690	707	253	690	718	159	1876	839	237	938	952
V/C Ratio(X)	0.78	0.62	0.62	0.58	0.98	0.98	0.55	0.55	0.12	0.20	0.74	0.74
Avail Cap(c_a), veh/h	84	690	707	253	690	718	159	1876	839	237	938	952
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	7.9	7.9	14.1	10.6	10.7	38.8	15.6	11.8	24.5	18.1	18.2
Incr Delay (d2), s/veh	32.9	1.5	1.5	1.9	20.8	20.7	13.0	1.2	0.3	1.9	5.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	8.5	8.7	5.6	25.7	26.6	5.3	15.0	2.5	1.9	22.5	22.9
LnGrp Delay(d),s/veh	63.1	9.4	9.4	16.0	31.4	31.3	51.8	16.8	12.0	26.3	23.3	23.4
LnGrp LOS	E	A	A	B	C	C	D	B	B	C	C	C
Approach Vol, veh/h		938			1527			1223			1445	
Approach Delay, s/veh		13.2			29.9			18.9			23.4	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		57.0		43.0		57.0		43.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		53.0		39.0		53.0		39.0
Max Q Clear Time (g_c+I1), s		55.0		41.0		32.5		37.8
Green Ext Time (p_c), s		0.0		0.0		17.6		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	816	32	191	1337	35	27	241	54	71	458	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	887	35	208	1453	38	29	262	59	77	498	37
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	1865	74	330	1894	49	184	563	127	335	655	49
Arrive On Green	0.71	0.71	0.71	1.00	1.00	1.00	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	352	3471	137	604	3524	92	866	1473	332	1054	1713	127
Grp Volume(v), veh/h	43	452	470	208	729	762	29	0	321	77	0	535
Grp Sat Flow(s),veh/h/ln	352	1770	1839	604	1770	1847	866	0	1804	1054	0	1840
Q Serve(g_s), s	4.2	11.0	11.0	19.7	0.0	0.0	3.0	0.0	13.4	5.9	0.0	25.3
Cycle Q Clear(g_c), s	4.2	11.0	11.0	30.8	0.0	0.0	28.3	0.0	13.4	19.3	0.0	25.3
Prop In Lane	1.00		0.07	1.00		0.05	1.00		0.18	1.00		0.07
Lane Grp Cap(c), veh/h	261	951	988	330	951	992	184	0	690	335	0	704
V/C Ratio(X)	0.16	0.48	0.48	0.63	0.77	0.77	0.16	0.00	0.47	0.23	0.00	0.76
Avail Cap(c_a), veh/h	276	1026	1066	356	1026	1071	184	0	690	335	0	704
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.57	0.57	0.57	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	8.2	8.2	3.2	0.0	0.0	39.2	0.0	23.2	30.4	0.0	26.9
Incr Delay (d2), s/veh	0.2	0.3	0.3	1.8	1.9	1.9	1.8	0.0	2.2	1.6	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	8.7	8.9	5.5	0.9	0.9	1.5	0.0	11.4	3.4	0.0	20.5
LnGrp Delay(d),s/veh	7.4	8.5	8.5	5.0	1.9	1.9	41.0	0.0	25.4	32.0	0.0	34.4
LnGrp LOS	A	A	A	A	A	A	D		C	C		C
Approach Vol, veh/h		965			1699			350			612	
Approach Delay, s/veh		8.4			2.3			26.7			34.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.3		57.7		42.3		57.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		58.0		34.0		58.0
Max Q Clear Time (g_c+I1), s		30.3		13.0		27.3		32.8
Green Ext Time (p_c), s		2.0		33.2		3.2		21.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	69	899	3	7	1352	56	8	5	3	151	16	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	977	3	8	1470	61	9	5	3	164	17	159
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	2027	6	392	1940	80	176	98	59	234	20	191
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.19	0.19	0.19	0.13	0.13	0.13
Sat Flow, veh/h	338	3619	11	572	3464	143	932	518	311	1774	155	1451
Grp Volume(v), veh/h	75	478	502	8	749	782	17	0	0	164	0	176
Grp Sat Flow(s),veh/h/ln	338	1770	1861	572	1770	1837	1761	0	0	1774	0	1607
Q Serve(g_s), s	21.4	0.0	0.0	0.6	32.3	32.6	0.8	0.0	0.0	8.8	0.0	10.7
Cycle Q Clear(g_c), s	53.9	0.0	0.0	0.6	32.3	32.6	0.8	0.0	0.0	8.8	0.0	10.7
Prop In Lane	1.00		0.01	1.00		0.08	0.53		0.18	1.00		0.90
Lane Grp Cap(c), veh/h	151	991	1042	392	991	1029	332	0	0	234	0	212
V/C Ratio(X)	0.50	0.48	0.48	0.02	0.76	0.76	0.05	0.00	0.00	0.70	0.00	0.83
Avail Cap(c_a), veh/h	151	991	1042	392	991	1029	332	0	0	284	0	257
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.47	0.47	0.47	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	9.8	16.8	16.8	33.3	0.0	0.0	41.5	0.0	42.3
Incr Delay (d2), s/veh	2.2	0.3	0.3	0.0	1.6	1.6	0.3	0.0	0.0	5.9	0.0	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.2	0.2	0.2	20.6	21.6	0.7	0.0	0.0	8.3	0.0	9.7
LnGrp Delay(d),s/veh	17.9	0.3	0.3	9.8	18.4	18.4	33.6	0.0	0.0	47.4	0.0	59.6
LnGrp LOS	B	A	A	A	B	B	C			D		E
Approach Vol, veh/h		1055			1539			17			340	
Approach Delay, s/veh		1.6			18.4			33.6			53.7	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.8		60.0		17.2		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		2.8		55.9		12.7		34.6
Green Ext Time (p_c), s		0.0		0.1		0.5		18.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	831	139	73	1270	25	0	272	102	0	446	101
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	33	903	151	79	1380	27	0	296	111	0	485	110
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	142	1520	254	226	1778	35	0	542	203	0	617	140
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.00	0.42	0.42	0.00	0.42	0.42
Sat Flow, veh/h	381	3035	507	533	3551	69	0	1293	485	0	1470	333
Grp Volume(v), veh/h	33	526	528	79	687	720	0	0	407	0	0	595
Grp Sat Flow(s),veh/h/ln	381	1770	1773	533	1770	1850	0	0	1777	0	0	1804
Q Serve(g_s), s	7.7	21.1	21.2	12.4	31.7	31.8	0.0	0.0	17.2	0.0	0.0	28.6
Cycle Q Clear(g_c), s	39.5	21.1	21.2	33.5	31.7	31.8	0.0	0.0	17.2	0.0	0.0	28.6
Prop In Lane	1.00		0.29	1.00		0.04	0.00		0.27	0.00		0.18
Lane Grp Cap(c), veh/h	142	886	888	226	886	926	0	0	745	0	0	756
V/C Ratio(X)	0.23	0.59	0.59	0.35	0.78	0.78	0.00	0.00	0.55	0.00	0.00	0.79
Avail Cap(c_a), veh/h	145	903	904	231	903	944	0	0	745	0	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.58	0.58	0.58	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	17.7	17.7	29.7	20.4	20.4	0.0	0.0	21.9	0.0	0.0	25.2
Incr Delay (d2), s/veh	0.7	0.9	0.9	0.5	2.5	2.4	0.0	0.0	2.9	0.0	0.0	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	15.3	15.4	3.3	21.1	21.9	0.0	0.0	14.0	0.0	0.0	22.5
LnGrp Delay(d),s/veh	37.3	18.6	18.6	30.2	22.9	22.8	0.0	0.0	24.7	0.0	0.0	33.2
LnGrp LOS	D	B	B	C	C	C			C			C
Approach Vol, veh/h		1087			1486			407			595	
Approach Delay, s/veh		19.2			23.2			24.7			33.2	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.9		54.1		45.9		54.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		41.0		51.0		41.0		51.0
Max Q Clear Time (g_c+I1), s		19.2		41.5		30.6		35.5
Green Ext Time (p_c), s		7.1		8.5		4.8		13.4

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	787	65	64	992	12	0	769	58	0	807	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	40	855	71	70	1078	13	0	836	63	0	877	79
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	180	1481	123	226	1603	19	0	1576	119	0	1551	140
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.00	0.47	0.47	0.00	0.47	0.47
Sat Flow, veh/h	515	3309	275	602	3582	43	0	3430	251	0	3377	296
Grp Volume(v), veh/h	40	457	469	70	533	558	0	443	456	0	473	483
Grp Sat Flow(s),veh/h/ln	515	1770	1814	602	1770	1855	0	1770	1818	0	1770	1811
Q Serve(g_s), s	6.7	19.2	19.2	9.8	23.8	23.8	0.0	17.6	17.6	0.0	19.2	19.2
Cycle Q Clear(g_c), s	30.4	19.2	19.2	29.1	23.8	23.8	0.0	17.6	17.6	0.0	19.2	19.2
Prop In Lane	1.00		0.15	1.00		0.02	0.00		0.14	0.00		0.16
Lane Grp Cap(c), veh/h	180	792	812	226	792	831	0	836	859	0	836	855
V/C Ratio(X)	0.22	0.58	0.58	0.31	0.67	0.67	0.00	0.53	0.53	0.00	0.57	0.57
Avail Cap(c_a), veh/h	202	867	889	251	867	909	0	836	859	0	836	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.37	0.37	0.37	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	20.6	20.6	31.4	21.8	21.8	0.0	18.6	18.6	0.0	19.0	19.0
Incr Delay (d2), s/veh	0.5	0.6	0.6	0.3	0.7	0.6	0.0	2.4	2.3	0.0	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	13.9	14.2	2.9	15.1	15.7	0.0	14.1	14.5	0.0	15.1	15.4
LnGrp Delay(d),s/veh	34.3	21.2	21.2	31.7	22.5	22.5	0.0	21.0	20.9	0.0	21.8	21.7
LnGrp LOS	C	C	C	C	C	C		C	C		C	C
Approach Vol, veh/h		966			1161			899			956	
Approach Delay, s/veh		21.7			23.0			21.0			21.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		51.2		48.8		51.2		48.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		49.0		43.0		49.0
Max Q Clear Time (g_c+I1), s		19.6		32.4		21.2		31.1
Green Ext Time (p_c), s		13.6		12.3		13.0		13.1

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	751	64	91	980	33	86	794	120	95	941	122
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	57	816	70	99	1065	36	93	863	130	103	1023	133
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	1139	510	241	1196	40	221	1466	741	289	1319	171
Arrive On Green	0.03	0.32	0.32	0.05	0.34	0.34	0.05	0.41	0.41	0.05	0.42	0.42
Sat Flow, veh/h	1774	3539	1583	1774	3493	118	1774	3539	1583	1774	3151	409
Grp Volume(v), veh/h	57	816	70	99	539	562	93	863	130	103	574	582
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1842	1774	1770	1583	1774	1770	1791
Q Serve(g_s), s	2.1	20.3	3.1	3.7	28.8	28.8	3.0	18.9	4.8	3.3	27.9	28.0
Cycle Q Clear(g_c), s	2.1	20.3	3.1	3.7	28.8	28.8	3.0	18.9	4.8	3.3	27.9	28.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	158	1139	510	241	606	631	221	1466	741	289	741	749
V/C Ratio(X)	0.36	0.72	0.14	0.41	0.89	0.89	0.42	0.59	0.18	0.36	0.78	0.78
Avail Cap(c_a), veh/h	171	1139	510	270	619	645	228	1466	741	324	741	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	29.9	24.1	23.1	31.1	31.1	20.1	22.7	15.4	17.4	25.0	25.0
Incr Delay (d2), s/veh	1.0	1.6	0.1	0.7	10.5	10.2	1.3	1.7	0.5	0.7	7.8	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	14.5	2.5	3.3	21.2	21.9	2.7	14.7	3.9	3.0	21.5	21.8
LnGrp Delay(d),s/veh	26.5	31.5	24.1	23.8	41.6	41.3	21.3	24.4	15.9	18.1	32.8	32.8
LnGrp LOS	C	C	C	C	D	D	C	C	B	B	C	C
Approach Vol, veh/h		943			1200			1086			1259	
Approach Delay, s/veh		30.6			40.0			23.1			31.6	
Approach LOS		C			D			C			C	

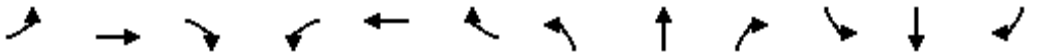
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	45.4	9.3	36.2	8.6	45.9	7.3	38.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	38.0	7.0	32.0	5.0	40.0	4.0	35.0
Max Q Clear Time (g_c+I1), s	5.3	20.9	5.7	22.3	5.0	30.0	4.1	30.8
Green Ext Time (p_c), s	0.0	12.6	0.0	7.6	0.0	8.1	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	724	373	51	1097	42	0	0	0	92	23	10
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	7	787	405	55	1192	46				100	25	11
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	40	1517	699	255	1533	59				624	156	69
Arrive On Green	0.88	0.88	0.88	0.88	0.88	0.88				0.48	0.48	0.48
Sat Flow, veh/h	8	3439	1583	468	3475	134				1303	326	143
Grp Volume(v), veh/h	423	371	405	55	607	631				136	0	0
Grp Sat Flow(s),veh/h/ln	1836	1610	1583	468	1770	1839				1772	0	0
Q Serve(g_s), s	0.0	5.0	6.1	3.3	12.8	12.8				4.3	0.0	0.0
Cycle Q Clear(g_c), s	4.9	5.0	6.1	8.3	12.8	12.8				4.3	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.07				0.74		0.08
Lane Grp Cap(c), veh/h	847	711	699	255	781	812				848	0	0
V/C Ratio(X)	0.50	0.52	0.58	0.22	0.78	0.78				0.16	0.00	0.00
Avail Cap(c_a), veh/h	1252	1079	1061	362	1186	1232				848	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.70	0.70	0.70				1.00	0.00	0.00
Uniform Delay (d), s/veh	3.6	3.6	3.6	4.5	4.0	4.0				14.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.5	0.3	1.3	1.3				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	3.8	4.6	0.8	8.9	9.2				4.0	0.0	0.0
LnGrp Delay(d),s/veh	3.9	4.0	4.2	4.8	5.3	5.3				15.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				B		
Approach Vol, veh/h		1199			1293						136	
Approach Delay, s/veh		4.0			5.3						15.1	
Approach LOS		A			A						B	

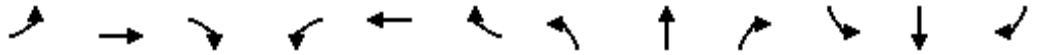
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				48.1		51.9		48.1
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				67.0		25.0		67.0
Max Q Clear Time (g_c+I1), s				8.1		6.3		14.8
Green Ext Time (p_c), s				31.1		0.6		29.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	786	0	0	780	36	448	33	44	20	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.97			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3516		1681	1666			1654	
Flt Permitted	0.14	1.00			1.00		0.70	0.74			0.90	
Satd. Flow (perm)	255	3539			3516		1241	1276			1511	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	854	0	0	848	39	487	36	48	22	0	64
RTOR Reduction (vph)	0	0	0	0	4	0	0	6	0	0	27	0
Lane Group Flow (vph)	10	854	0	0	883	0	287	278	0	0	59	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	33.6	33.6			33.6		58.4	58.4			58.4	
Effective Green, g (s)	33.6	33.6			33.6		58.4	58.4			58.4	
Actuated g/C Ratio	0.34	0.34			0.34		0.58	0.58			0.58	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	85	1189			1181		724	745			882	
v/s Ratio Prot		0.24			c0.25							
v/s Ratio Perm	0.04						c0.23	0.22			0.04	
v/c Ratio	0.12	0.72			0.75		0.40	0.37			0.07	
Uniform Delay, d1	23.0	29.1			29.4		11.3	11.1			9.0	
Progression Factor	0.77	0.67			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.6	2.0			2.6		1.6	1.4			0.1	
Delay (s)	18.2	21.4			32.1		12.9	12.5			9.2	
Level of Service	B	C			C		B	B			A	
Approach Delay (s)		21.4			32.1			12.7			9.2	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	272	4	215	10	3	6	66	2353	5	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	296	4	234	11	3	7	72	2558	5			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	119	0	712	107	17	712	56	2130	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	0	1583	0	38	1583	135	5111	1583			
Grp Volume(v), veh/h	300	0	234	14	0	7	989	1641	5			
Grp Sat Flow(s),veh/h/ln	0	0	1583	38	0	1583	1856	1695	1583			
Q Serve(g_s), s	0.0	0.0	5.7	0.0	0.0	0.1	25.0	25.0	0.1			
Cycle Q Clear(g_c), s	27.0	0.0	5.7	27.0	0.0	0.1	25.0	25.0	0.1			
Prop In Lane	0.99		1.00	0.79		1.00	0.07		1.00			
Lane Grp Cap(c), veh/h	119	0	712	124	0	712	773	1413	660			
V/C Ratio(X)	2.52	0.00	0.33	0.11	0.00	0.01	1.28	1.16	0.01			
Avail Cap(c_a), veh/h	119	0	712	124	0	712	773	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	10.6	15.0	0.0	9.1	17.5	17.5	10.2			
Incr Delay (d2), s/veh	706.7	0.0	0.3	0.4	0.0	0.0	135.6	80.9	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	45.6	0.0	4.5	0.3	0.0	0.1	75.2	49.4	0.1			
LnGrp Delay(d),s/veh	736.7	0.0	10.9	15.4	0.0	9.1	153.1	98.4	10.3			
LnGrp LOS	F		B	B		A	F	F	B			
Approach Vol, veh/h		534			21			2635				
Approach Delay, s/veh		418.7			13.3			118.8				
Approach LOS		F			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		27.0		29.0				29.0
Green Ext Time (p_c), s		0.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	168.3
HCM 2010 LOS	F

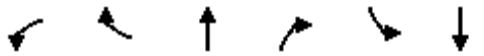
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	8	8	0	0	0	15	2469	118	152	2619	14
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	14	9	9				16	2684	128	165	2847	15
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	42	42	66				47	5296	252	149	4559	1419
Arrive On Green	0.02	0.02	0.02				0.90	0.90	0.90	0.90	0.90	0.90
Sat Flow, veh/h	1774	1770	2787				11	5908	281	96	5085	1583
Grp Volume(v), veh/h	14	9	9				758	1320	750	165	2847	15
Grp Sat Flow(s),veh/h/ln	1774	1770	1393				1639	1458	1646	96	1695	1583
Q Serve(g_s), s	0.8	0.5	0.3				0.0	8.6	8.7	81.0	13.2	0.1
Cycle Q Clear(g_c), s	0.8	0.5	0.3				7.1	8.6	8.7	89.6	13.2	0.1
Prop In Lane	1.00		1.00				0.02		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	42	42	66				1506	2614	1475	149	4559	1419
V/C Ratio(X)	0.34	0.22	0.14				0.50	0.51	0.51	1.10	0.62	0.01
Avail Cap(c_a), veh/h	834	832	1310				1506	2614	1475	149	4559	1419
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	47.9	47.8				0.9	1.0	1.0	29.0	1.2	0.5
Incr Delay (d2), s/veh	4.6	2.6	0.9				1.2	0.7	1.3	104.4	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.5	0.2				7.0	6.4	7.6	15.2	10.1	0.1
LnGrp Delay(d),s/veh	52.7	50.5	48.8				2.1	1.7	2.2	133.4	1.9	0.6
LnGrp LOS	D	D	D				A	A	A	F	A	A
Approach Vol, veh/h		32						2828			3027	
Approach Delay, s/veh		51.0						1.9			9.0	
Approach LOS		D						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		93.6		6.4		93.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		10.7		2.8		91.6		
Green Ext Time (p_c), s		5.3		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	230	0	0	2399	102	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	1863			3539	1769	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	1863			3539	1769	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	0	0	2608	111	4
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	250	0	0	2608	113	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	71.0			71.0	21.0	
Effective Green, g (s)	71.0			71.0	21.0	
Actuated g/C Ratio	0.71			0.71	0.21	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1322			2512	371	
v/s Ratio Prot	0.13			c0.74	c0.06	
v/s Ratio Perm						
v/c Ratio	0.19			1.04	0.31	
Uniform Delay, d1	4.9			14.5	33.3	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			28.8	2.1	
Delay (s)	4.9			43.3	35.5	
Level of Service	A			D	D	
Approach Delay (s)	4.9			43.3	35.5	
Approach LOS	A			D	D	

Intersection Summary			
HCM 2000 Control Delay	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	70	77	2075	0	0	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.92		1.00			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	3252		3539			3539
Flt Permitted	0.98		1.00			1.00
Satd. Flow (perm)	3252		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	84	2255	0	0	284
RTOR Reduction (vph)	7	0	0	0	0	0
Lane Group Flow (vph)	153	0	2255	0	0	284
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	10.0		82.0			82.0
Effective Green, g (s)	10.0		82.0			82.0
Actuated g/C Ratio	0.10		0.82			0.82
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	325		2901			2901
v/s Ratio Prot	c0.05		c0.64			0.08
v/s Ratio Perm						
v/c Ratio	0.47		0.78			0.10
Uniform Delay, d1	42.5		4.5			1.8
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.1		2.1			0.1
Delay (s)	43.6		6.6			1.8
Level of Service	D		A			A
Approach Delay (s)	43.6		6.6			1.8
Approach LOS	D		A			A

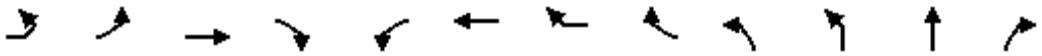
Intersection Summary			
HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	518	57	0	582	457	353	0	285	835
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1761	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1761	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	563	62	0	633	497	384	0	310	908
RTOR Reduction (vph)	0	0	0	0	10	284	0	0	0
Lane Group Flow (vph)	563	62	0	633	525	62	0	310	908
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	313	267		281	1583
v/s Ratio Prot	0.16	0.04		0.18	c0.30				
v/s Ratio Perm						0.04		0.20	c0.57
v/c Ratio	0.22	0.22		0.24	1.68	0.23		1.10	0.57
Uniform Delay, d1	3.8	31.7		3.9	37.0	31.7		37.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	1.8		0.2	318.6	2.0		84.2	1.5
Delay (s)	4.0	33.5		4.1	355.6	33.7		121.2	1.5
Level of Service	A	C		A	F	C		F	A
Approach Delay (s)	6.9			4.1	229.2		32.0		
Approach LOS	A			A	F		C		

Intersection Summary			
HCM 2000 Control Delay	73.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

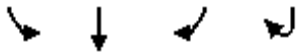


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	164	19	884	61	99	546	658	11	48	384	39	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.92				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3247				1681	1698	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3247				1011	1698	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	21	961	66	108	593	715	12	52	417	42	145
RTOR Reduction (vph)	0	0	0	33	0	0	0	0	0	0	0	119
Lane Group Flow (vph)	0	199	961	33	108	1320	0	0	0	252	259	26
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	51.8	51.8	11.7	56.5				7.0	7.0	18.7
Effective Green, g (s)		8.0	51.8	51.8	11.7	56.5				7.0	7.0	18.7
Actuated g/C Ratio		0.08	0.49	0.49	0.11	0.54				0.07	0.07	0.18
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1745	780	197	1747				67	113	281
v/s Ratio Prot			0.27		0.06	c0.41					0.15	0.01
v/s Ratio Perm		c0.21		0.02						c0.25		0.01
v/c Ratio		2.84	0.55	0.04	0.55	0.85dr				3.76	2.29	0.09
Uniform Delay, d1		48.5	18.5	13.8	44.1	18.9				49.0	49.0	36.1
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		867.2	1.3	0.1	3.1	3.1				1278.1	608.4	0.1
Delay (s)		915.7	19.8	13.9	47.3	22.0				1327.1	657.4	36.2
Level of Service		F	B	B	D	C				F	F	D
Approach Delay (s)			164.9			23.9					777.4	
Approach LOS			F			C					F	

Intersection Summary			
HCM 2000 Control Delay	216.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

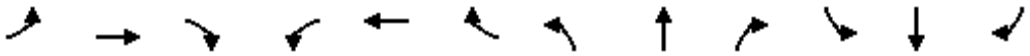
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



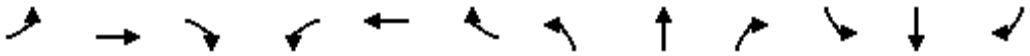
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	47	72	9	29
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3353		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3353		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	78	10	32
RTOR Reduction (vph)	0	29	0	0
Lane Group Flow (vph)	51	91	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	8.5	8.5		
Effective Green, g (s)	8.5	8.5		
Actuated g/C Ratio	0.08	0.08		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	143	271		
v/s Ratio Prot	c0.03	0.03		
v/s Ratio Perm				
v/c Ratio	0.36	0.33		
Uniform Delay, d1	45.7	45.6		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.5	0.7		
Delay (s)	47.2	46.3		
Level of Service	D	D		
Approach Delay (s)		46.6		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	888	239	21	962	0	0	0	0	501	13	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.96	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1648	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1648	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	965	260	23	1046	0	0	0	0	545	14	73
RTOR Reduction (vph)	0	0	109	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	965	151	23	1046	0	0	0	0	322	298	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		52.8	52.8	3.2	60.0					21.0	21.0	
Effective Green, g (s)		52.8	52.8	3.2	60.0					21.0	21.0	
Actuated g/C Ratio		0.58	0.58	0.04	0.66					0.23	0.23	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		2055	919	62	2335					388	380	
v/s Ratio Prot		c0.27		0.01	c0.30							
v/s Ratio Perm			0.10							c0.19	0.18	
v/c Ratio		0.47	0.16	0.37	0.45					0.83	0.78	
Uniform Delay, d1		11.0	8.8	42.9	7.5					33.3	32.8	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.8	0.4	3.7	0.1					13.7	10.1	
Delay (s)		11.8	9.2	46.6	7.6					46.9	42.9	
Level of Service		B	A	D	A					D	D	
Approach Delay (s)		11.2			8.4			0.0			45.0	
Approach LOS		B			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1352	0	0	616	517	252	0	96	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.38	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	709	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	1470	0	0	670	562	274	0	104	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	199	0	0	90	0	0	0
Lane Group Flow (vph)	92	1470	0	0	670	363	274	0	14	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	58.1	58.1			58.1	58.1	12.5		12.5			
Effective Green, g (s)	58.1	58.1			58.1	58.1	12.5		12.5			
Actuated g/C Ratio	0.65	0.65			0.65	0.65	0.14		0.14			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	457	2284			2284	1021	476		219			
v/s Ratio Prot		c0.42			0.19		c0.08					
v/s Ratio Perm	0.13					0.23			0.01			
v/c Ratio	0.20	0.64			0.29	0.36	0.58		0.07			
Uniform Delay, d1	6.5	9.7			7.0	7.3	36.3		33.7			
Progression Factor	1.00	1.00			0.54	0.61	1.00		1.00			
Incremental Delay, d2	1.0	1.4			0.3	1.0	1.7		0.1			
Delay (s)	7.5	11.1			4.1	5.4	38.0		33.8			
Level of Service	A	B			A	A	D		C			
Approach Delay (s)		10.9			4.7			36.8			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	146	1149	40	144	919	79	61	916	219	80	1154	127
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	159	1249	43	157	999	86	66	996	238	87	1254	138
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	1308	45	189	1185	102	165	2265	800	212	2072	228
Arrive On Green	0.08	0.37	0.37	0.06	0.36	0.36	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1774	3491	120	1774	3298	284	387	5085	1583	450	4651	512
Grp Volume(v), veh/h	159	633	659	157	536	549	66	996	238	87	914	478
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1813	387	1695	1583	450	1695	1772
Q Serve(g_s), s	5.6	34.8	34.9	5.6	27.8	27.8	15.6	13.5	8.7	16.6	20.5	20.5
Cycle Q Clear(g_c), s	5.6	34.8	34.9	5.6	27.8	27.8	36.1	13.5	8.7	30.1	20.5	20.5
Prop In Lane	1.00		0.07	1.00		0.16	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	247	663	690	189	636	651	165	2265	800	212	1510	789
V/C Ratio(X)	0.64	0.95	0.96	0.83	0.84	0.84	0.40	0.44	0.30	0.41	0.61	0.61
Avail Cap(c_a), veh/h	274	672	700	189	636	651	165	2265	800	212	1510	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.18	0.18	0.18	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	30.4	30.5	24.9	29.4	29.4	34.8	19.1	14.4	29.5	21.1	21.1
Incr Delay (d2), s/veh	0.8	7.0	6.9	21.5	8.4	8.2	7.1	0.6	0.9	5.8	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	21.1	21.9	6.7	20.8	21.2	3.6	10.6	7.2	4.3	15.1	16.1
LnGrp Delay(d),s/veh	23.8	37.4	37.3	46.4	37.8	37.6	41.8	19.7	15.3	35.3	22.9	24.5
LnGrp LOS	C	D	D	D	D	D	D	B	B	D	C	C
Approach Vol, veh/h		1451			1242			1300			1479	
Approach Delay, s/veh		35.9			38.8			20.1			24.1	
Approach LOS		D			D			C			C	

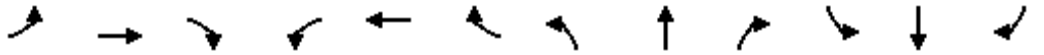
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		48.5	10.0	41.5		48.5	11.5	39.9
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		44.0	6.0	38.0		44.0	9.0	35.0
Max Q Clear Time (g_c+I1), s		38.1	7.6	36.9		32.1	7.6	29.8
Green Ext Time (p_c), s		5.5	0.0	0.6		10.8	0.1	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	76	1284	51	98	1003	81	38	133	86	49	78	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	83	1396	55	107	1090	88	41	145	93	53	85	54
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	2281	90	227	2179	176	85	253	149	132	203	113
Arrive On Green	0.66	0.66	0.66	1.00	1.00	1.00	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	474	3472	137	365	3317	268	167	963	565	325	773	430
Grp Volume(v), veh/h	83	710	741	107	581	597	279	0	0	192	0	0
Grp Sat Flow(s),veh/h/ln	474	1770	1839	365	1770	1816	1696	0	0	1528	0	0
Q Serve(g_s), s	7.3	23.0	23.1	18.6	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	23.0	23.1	41.8	0.0	0.0	14.1	0.0	0.0	10.1	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.15	0.15		0.33	0.28		0.28
Lane Grp Cap(c), veh/h	383	1162	1208	227	1162	1193	487	0	0	448	0	0
V/C Ratio(X)	0.22	0.61	0.61	0.47	0.50	0.50	0.57	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	399	1221	1269	240	1221	1253	487	0	0	448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.68	0.68	0.68	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	9.8	9.9	7.4	0.0	0.0	32.3	0.0	0.0	30.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	1.0	0.2	0.2	4.8	0.0	0.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	14.8	15.3	3.4	0.1	0.1	11.9	0.0	0.0	8.4	0.0	0.0
LnGrp Delay(d),s/veh	7.3	10.2	10.2	8.4	0.2	0.2	37.1	0.0	0.0	33.6	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D			C		
Approach Vol, veh/h		1534			1285			279			192	
Approach Delay, s/veh		10.0			0.9			37.1			33.6	
Approach LOS		B			A			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		30.3		69.7		30.3		69.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		23.0		69.0		23.0		69.0
Max Q Clear Time (g_c+I1), s		16.1		25.1		12.1		43.8
Green Ext Time (p_c), s		1.7		35.0		2.2		21.9

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	1265	34	19	1143	45	17	177	19	43	174	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	74	1375	37	21	1242	49	18	192	21	47	189	73
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1693	46	228	1669	66	72	679	71	124	481	174
Arrive On Green	0.96	0.96	0.96	0.96	0.96	0.96	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	426	3521	95	379	3471	137	75	1547	162	188	1095	397
Grp Volume(v), veh/h	74	690	722	21	633	658	231	0	0	309	0	0
Grp Sat Flow(s),veh/h/ln	426	1770	1846	379	1770	1839	1784	0	0	1680	0	0
Q Serve(g_s), s	3.6	6.8	6.9	1.1	4.8	4.8	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	8.4	6.8	6.9	7.9	4.8	4.8	8.1	0.0	0.0	11.8	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.07	0.08		0.09	0.15		0.24
Lane Grp Cap(c), veh/h	256	851	888	228	851	884	822	0	0	779	0	0
V/C Ratio(X)	0.29	0.81	0.81	0.09	0.74	0.74	0.28	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	311	1079	1126	277	1079	1122	822	0	0	779	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.69	0.69	0.69	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.7	1.1	1.1	1.8	1.1	1.1	18.0	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	2.6	2.5	0.1	1.5	1.4	0.9	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	4.5	4.7	0.2	3.1	3.2	7.7	0.0	0.0	10.1	0.0	0.0
LnGrp Delay(d),s/veh	2.1	3.7	3.7	1.9	2.6	2.5	18.8	0.0	0.0	20.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			C		
Approach Vol, veh/h		1486			1312			231			309	
Approach Delay, s/veh		3.6			2.5			18.8			20.5	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		47.9		52.1		47.9		52.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		61.0		31.0		61.0
Max Q Clear Time (g_c+I1), s		10.1		10.4		13.8		9.9
Green Ext Time (p_c), s		3.4		37.7		3.2		37.9

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	116	1204	41	42	1139	52	34	571	37	39	638	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	126	1309	45	46	1238	57	37	621	40	42	693	108
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	1689	58	256	1667	77	80	1267	84	84	1203	187
Arrive On Green	0.97	0.97	0.97	0.97	0.97	0.97	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	424	3491	120	401	3446	159	91	2905	192	102	2759	428
Grp Volume(v), veh/h	126	663	691	46	635	660	351	0	347	434	0	409
Grp Sat Flow(s),veh/h/ln	424	1770	1842	401	1770	1835	1527	0	1661	1670	0	1620
Q Serve(g_s), s	5.2	4.8	4.9	1.2	4.1	4.1	1.2	0.0	14.9	3.8	0.0	19.0
Cycle Q Clear(g_c), s	7.2	4.8	4.9	3.6	4.1	4.1	20.8	0.0	14.9	19.2	0.0	19.0
Prop In Lane	1.00		0.07	1.00		0.09	0.11		0.12	0.10		0.26
Lane Grp Cap(c), veh/h	269	856	891	256	856	888	706	0	725	768	0	706
V/C Ratio(X)	0.47	0.77	0.78	0.18	0.74	0.74	0.50	0.00	0.48	0.57	0.00	0.58
Avail Cap(c_a), veh/h	314	1044	1087	299	1044	1083	706	0	725	768	0	706
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.68	0.68	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	1.1	0.9	0.9	1.0	0.9	0.9	19.7	0.0	20.1	20.9	0.0	21.3
Incr Delay (d2), s/veh	0.8	1.8	1.8	0.2	1.6	1.5	2.5	0.0	2.3	3.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	2.7	2.8	0.2	2.5	2.6	11.6	0.0	11.7	14.8	0.0	14.2
LnGrp Delay(d),s/veh	1.9	2.7	2.7	1.2	2.5	2.4	22.2	0.0	22.3	23.9	0.0	24.7
LnGrp LOS	A	A	A	A	A	A	C		C	C		C
Approach Vol, veh/h		1480			1341			698			843	
Approach Delay, s/veh		2.6			2.4			22.3			24.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		48.1		51.9		48.1		51.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		33.0		59.0		33.0		59.0
Max Q Clear Time (g_c+I1), s		22.8		9.2		21.2		6.1
Green Ext Time (p_c), s		6.7		38.2		7.4		40.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	1154	54	83	948	79	74	1197	84	67	1020	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	104	1254	59	90	1030	86	80	1301	91	73	1109	92
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	1565	74	211	1504	126	163	1647	737	132	1540	128
Arrive On Green	0.91	0.91	0.91	0.91	0.91	0.91	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	503	3442	162	417	3308	276	464	3539	1583	387	3310	274
Grp Volume(v), veh/h	104	644	669	90	551	565	80	1301	91	73	593	608
Grp Sat Flow(s),veh/h/ln	503	1770	1834	417	1770	1814	464	1770	1583	387	1770	1814
Q Serve(g_s), s	8.5	12.1	12.2	12.7	7.5	7.5	16.8	31.1	3.3	15.4	26.9	27.0
Cycle Q Clear(g_c), s	16.0	12.1	12.2	24.9	7.5	7.5	43.7	31.1	3.3	46.5	26.9	27.0
Prop In Lane	1.00		0.09	1.00		0.15	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	263	805	834	211	805	825	163	1647	737	132	823	844
V/C Ratio(X)	0.40	0.80	0.80	0.43	0.68	0.69	0.49	0.79	0.12	0.55	0.72	0.72
Avail Cap(c_a), veh/h	281	867	899	225	867	889	163	1647	737	132	823	844
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.7	3.0	3.0	7.2	2.8	2.8	39.1	22.6	15.2	43.7	21.5	21.5
Incr Delay (d2), s/veh	0.6	3.4	3.3	0.9	1.3	1.3	10.2	3.9	0.3	15.8	5.4	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	8.9	9.2	2.6	5.7	5.8	4.7	22.7	2.7	4.7	20.4	20.9
LnGrp Delay(d),s/veh	5.4	6.4	6.3	8.1	4.1	4.1	49.3	26.6	15.5	59.4	26.9	26.8
LnGrp LOS	A	A	A	A	A	A	D	C	B	E	C	C
Approach Vol, veh/h		1417			1206			1472			1274	
Approach Delay, s/veh		6.3			4.4			27.1			28.7	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.5		49.5		50.5		49.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		49.0		43.0		49.0
Max Q Clear Time (g_c+I1), s		45.7		18.0		48.5		26.9
Green Ext Time (p_c), s		0.0		24.6		0.0		18.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1213	26	91	1170	61	36	460	81	54	353	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	87	1318	28	99	1272	66	39	500	88	59	384	48
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1929	41	210	1864	97	246	580	102	135	610	76
Arrive On Green	0.72	0.72	0.72	1.00	1.00	1.00	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	407	3544	75	404	3424	177	952	1543	272	825	1624	203
Grp Volume(v), veh/h	87	658	688	99	657	681	39	0	588	59	0	432
Grp Sat Flow(s),veh/h/ln	407	1770	1849	404	1770	1831	952	0	1815	825	0	1827
Q Serve(g_s), s	8.2	20.3	20.3	16.6	0.0	0.0	3.5	0.0	29.9	7.1	0.0	19.3
Cycle Q Clear(g_c), s	8.2	20.3	20.3	37.0	0.0	0.0	22.8	0.0	29.9	37.0	0.0	19.3
Prop In Lane	1.00		0.04	1.00		0.10	1.00		0.15	1.00		0.11
Lane Grp Cap(c), veh/h	294	963	1007	210	963	997	246	0	682	135	0	686
V/C Ratio(X)	0.30	0.68	0.68	0.47	0.68	0.68	0.16	0.00	0.86	0.44	0.00	0.63
Avail Cap(c_a), veh/h	300	991	1036	216	991	1026	246	0	682	135	0	686
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.64	0.64	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	9.1	9.1	6.9	0.0	0.0	34.9	0.0	28.8	45.9	0.0	25.5
Incr Delay (d2), s/veh	0.3	1.1	1.1	1.1	1.2	1.2	1.4	0.0	13.6	10.0	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	13.8	14.3	3.3	0.6	0.6	1.8	0.0	24.3	3.6	0.0	15.9
LnGrp Delay(d),s/veh	7.8	10.2	10.2	8.0	1.2	1.2	36.2	0.0	42.4	55.9	0.0	29.9
LnGrp LOS	A	B	B	A	A	A	D		D	E		C
Approach Vol, veh/h		1433			1437			627			491	
Approach Delay, s/veh		10.1			1.6			42.0			33.0	
Approach LOS		B			A			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.6		58.4		41.6		58.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		31.9		22.3		39.0		39.0
Green Ext Time (p_c), s		2.5		28.4		0.0		15.5

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	1137	26	28	1197	42	7	10	8	118	9	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	1236	28	30	1301	46	8	11	9	128	10	124
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	1968	45	315	1940	69	108	148	121	190	13	159
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.22	0.22	0.22	0.11	0.11	0.11
Sat Flow, veh/h	404	3538	80	437	3487	123	497	683	559	1774	119	1482
Grp Volume(v), veh/h	100	618	646	30	660	687	28	0	0	128	0	134
Grp Sat Flow(s),veh/h/ln	404	1770	1849	437	1770	1841	1739	0	0	1774	0	1601
Q Serve(g_s), s	21.2	0.0	0.0	3.3	26.4	26.4	1.3	0.0	0.0	6.9	0.0	8.2
Cycle Q Clear(g_c), s	47.7	0.0	0.0	3.3	26.4	26.4	1.3	0.0	0.0	6.9	0.0	8.2
Prop In Lane	1.00		0.04	1.00		0.07	0.29		0.32	1.00		0.93
Lane Grp Cap(c), veh/h	190	984	1028	315	984	1024	377	0	0	190	0	171
V/C Ratio(X)	0.53	0.63	0.63	0.10	0.67	0.67	0.07	0.00	0.00	0.67	0.00	0.78
Avail Cap(c_a), veh/h	191	991	1035	317	991	1031	377	0	0	284	0	256
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	10.6	15.7	15.7	31.2	0.0	0.0	43.0	0.0	43.5
Incr Delay (d2), s/veh	1.7	0.8	0.8	0.1	1.1	1.0	0.4	0.0	0.0	4.1	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.4	0.4	0.7	17.7	18.4	1.2	0.0	0.0	6.5	0.0	7.2
LnGrp Delay(d),s/veh	13.0	0.8	0.8	10.6	16.8	16.7	31.6	0.0	0.0	47.1	0.0	52.2
LnGrp LOS	B	A	A	B	B	B	C			D		D
Approach Vol, veh/h		1364			1377			28			262	
Approach Delay, s/veh		1.7			16.6			31.6			49.7	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.7		59.6		14.7		59.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.3		49.7		10.2		28.4
Green Ext Time (p_c), s		0.0		6.0		0.6		23.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	1108	109	27	1084	30	0	442	96	0	401	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	55	1204	118	29	1178	33	0	480	104	0	436	84
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	177	1587	155	149	1714	48	0	642	139	0	657	127
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.00	0.43	0.43	0.00	0.43	0.43
Sat Flow, veh/h	459	3258	319	413	3516	98	0	1484	322	0	1519	293
Grp Volume(v), veh/h	55	653	669	29	593	618	0	0	584	0	0	520
Grp Sat Flow(s),veh/h/ln	459	1770	1807	413	1770	1845	0	0	1806	0	0	1811
Q Serve(g_s), s	10.5	30.0	30.2	6.1	25.8	25.8	0.0	0.0	27.1	0.0	0.0	22.8
Cycle Q Clear(g_c), s	36.3	30.0	30.2	36.3	25.8	25.8	0.0	0.0	27.1	0.0	0.0	22.8
Prop In Lane	1.00		0.18	1.00		0.05	0.00		0.18	0.00		0.16
Lane Grp Cap(c), veh/h	177	862	880	149	862	899	0	0	781	0	0	784
V/C Ratio(X)	0.31	0.76	0.76	0.19	0.69	0.69	0.00	0.00	0.75	0.00	0.00	0.66
Avail Cap(c_a), veh/h	183	885	903	154	885	923	0	0	781	0	0	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.68	0.68	0.68	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	20.8	20.9	35.7	19.8	19.8	0.0	0.0	23.8	0.0	0.0	22.6
Incr Delay (d2), s/veh	0.7	2.6	2.6	0.4	1.5	1.4	0.0	0.0	6.4	0.0	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	20.5	20.9	1.3	17.7	18.4	0.0	0.0	21.2	0.0	0.0	18.1
LnGrp Delay(d),s/veh	34.5	23.5	23.5	36.1	21.3	21.2	0.0	0.0	30.2	0.0	0.0	27.0
LnGrp LOS	C	C	C	D	C	C			C			C
Approach Vol, veh/h		1377			1240			584			520	
Approach Delay, s/veh		23.9			21.6			30.2			27.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		47.3		52.7		47.3		52.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		50.0		42.0		50.0
Max Q Clear Time (g_c+I1), s		29.1		38.3		24.8		38.3
Green Ext Time (p_c), s		6.0		10.4		7.1		10.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	1029	67	91	1020	33	0	810	70	0	652	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	65	1118	73	99	1109	36	0	880	76	0	709	21
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	222	1882	123	231	1952	63	0	1194	103	0	1271	38
Arrive On Green	0.56	0.56	0.56	0.37	0.37	0.37	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	489	3373	220	468	3499	114	0	3390	285	0	3603	104
Grp Volume(v), veh/h	65	586	605	99	561	584	0	472	484	0	357	373
Grp Sat Flow(s),veh/h/ln	489	1770	1824	468	1770	1843	0	1770	1812	0	1770	1844
Q Serve(g_s), s	10.6	21.9	21.9	19.0	25.2	25.2	0.0	23.2	23.2	0.0	16.1	16.2
Cycle Q Clear(g_c), s	35.8	21.9	21.9	41.0	25.2	25.2	0.0	23.2	23.2	0.0	16.1	16.2
Prop In Lane	1.00		0.12	1.00		0.06	0.00		0.16	0.00		0.06
Lane Grp Cap(c), veh/h	222	987	1018	231	987	1028	0	641	656	0	641	668
V/C Ratio(X)	0.29	0.59	0.59	0.43	0.57	0.57	0.00	0.74	0.74	0.00	0.56	0.56
Avail Cap(c_a), veh/h	232	1026	1058	241	1026	1069	0	641	656	0	641	668
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	0.48	0.48	0.48	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	14.6	14.6	36.5	21.7	21.7	0.0	27.8	27.8	0.0	25.5	25.5
Incr Delay (d2), s/veh	0.4	0.4	0.4	0.6	0.3	0.3	0.0	7.4	7.3	0.0	3.5	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	14.5	14.8	4.3	16.4	17.0	0.0	18.4	18.8	0.0	13.2	13.7
LnGrp Delay(d),s/veh	28.1	15.0	15.0	37.1	22.1	22.0	0.0	35.2	35.0	0.0	29.0	28.9
LnGrp LOS	C	B	B	D	C	C		D	D		C	C
Approach Vol, veh/h		1256			1244			956			730	
Approach Delay, s/veh		15.7			23.3			35.1			28.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.2		59.8		40.2		59.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		58.0		34.0		58.0
Max Q Clear Time (g_c+I1), s		25.2		37.8		18.2		43.0
Green Ext Time (p_c), s		6.2		16.5		9.6		12.8

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	947	63	176	989	64	62	874	229	73	951	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	1029	68	191	1075	70	67	950	249	79	1034	66
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1177	526	259	1246	81	193	1342	740	213	1293	83
Arrive On Green	0.05	0.33	0.33	0.09	0.37	0.37	0.04	0.38	0.38	0.04	0.38	0.38
Sat Flow, veh/h	1774	3539	1583	1774	3374	220	1774	3539	1583	1774	3379	216
Grp Volume(v), veh/h	96	1029	68	191	564	581	67	950	249	79	541	559
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1824	1774	1770	1583	1774	1770	1825
Q Serve(g_s), s	3.5	27.4	3.0	6.8	29.5	29.5	2.3	22.8	9.9	2.7	27.2	27.2
Cycle Q Clear(g_c), s	3.5	27.4	3.0	6.8	29.5	29.5	2.3	22.8	9.9	2.7	27.2	27.2
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	200	1177	526	259	654	674	193	1342	740	213	677	699
V/C Ratio(X)	0.48	0.87	0.13	0.74	0.86	0.86	0.35	0.71	0.34	0.37	0.80	0.80
Avail Cap(c_a), veh/h	215	1177	526	297	672	693	199	1342	740	213	677	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	31.4	23.3	23.3	29.2	29.2	21.9	26.4	16.8	20.8	27.4	27.4
Incr Delay (d2), s/veh	1.2	5.1	0.1	5.4	7.6	7.4	1.1	3.2	1.2	1.1	9.6	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	19.1	2.4	6.2	21.1	21.6	2.1	17.3	8.1	2.4	21.4	21.9
LnGrp Delay(d),s/veh	25.4	36.5	23.4	28.8	36.7	36.6	23.0	29.5	18.0	21.9	37.0	36.8
LnGrp LOS	C	D	C	C	D	D	C	C	B	C	D	D
Approach Vol, veh/h		1193			1336			1266			1179	
Approach Delay, s/veh		34.9			35.5			26.9			35.9	
Approach LOS		C			D			C			D	

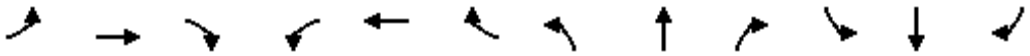
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	41.9	12.8	37.2	7.6	42.3	9.1	40.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	36.0	11.0	33.0	4.0	36.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	4.7	24.8	8.8	29.4	4.3	29.2	5.5	31.5
Green Ext Time (p_c), s	0.0	9.2	0.1	3.3	0.0	5.9	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	892	339	46	1203	70	0	0	0	108	34	15
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	12	970	368	50	1308	76				117	37	16
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	44	1623	755	253	1621	94				541	171	74
Arrive On Green	0.95	0.95	0.95	0.95	0.95	0.95				0.44	0.44	0.44
Sat Flow, veh/h	15	3403	1583	407	3400	197				1220	386	167
Grp Volume(v), veh/h	521	461	368	50	680	704				170	0	0
Grp Sat Flow(s),veh/h/ln	1807	1610	1583	407	1770	1828				1772	0	0
Q Serve(g_s), s	0.0	3.1	2.0	1.8	7.7	7.8				5.9	0.0	0.0
Cycle Q Clear(g_c), s	2.9	3.1	2.0	4.9	7.7	7.8				5.9	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.11				0.69		0.09
Lane Grp Cap(c), veh/h	899	768	755	253	844	872				785	0	0
V/C Ratio(X)	0.58	0.60	0.49	0.20	0.81	0.81				0.22	0.00	0.00
Avail Cap(c_a), veh/h	1247	1095	1077	336	1203	1243				785	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.77	0.77	0.77				1.00	0.00	0.00
Uniform Delay (d), s/veh	1.3	1.3	1.3	1.5	1.4	1.4				17.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.3	0.3	2.1	2.1				0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	2.0	1.2	0.3	4.9	5.1				5.4	0.0	0.0
LnGrp Delay(d),s/veh	1.6	1.7	1.5	1.8	3.5	3.5				17.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				B		
Approach Vol, veh/h		1350			1434						170	
Approach Delay, s/veh		1.6			3.4						17.8	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				51.7		48.3		51.7
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s				5.1		7.9		9.8
Green Ext Time (p_c), s				39.7		0.8		37.9

Intersection Summary	
HCM 2010 Ctrl Delay	3.4
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	966	0	0	744	36	512	103	54	23	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3515		1681	1682			1661	
Flt Permitted	0.19	1.00			1.00		0.73	0.79			0.87	
Satd. Flow (perm)	352	3539			3515		1294	1364			1459	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	1050	0	0	809	39	557	112	59	25	0	60
RTOR Reduction (vph)	0	0	0	0	4	0	0	6	0	0	28	0
Lane Group Flow (vph)	21	1050	0	0	844	0	362	360	0	0	57	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	38.0	38.0			38.0		54.0	54.0			54.0	
Effective Green, g (s)	38.0	38.0			38.0		54.0	54.0			54.0	
Actuated g/C Ratio	0.38	0.38			0.38		0.54	0.54			0.54	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	133	1344			1335		698	736			787	
v/s Ratio Prot		c0.30			0.24							
v/s Ratio Perm	0.06						c0.28	0.26			0.04	
v/c Ratio	0.16	0.78			0.63		0.52	0.49			0.07	
Uniform Delay, d1	20.4	27.3			25.3		14.7	14.4			11.0	
Progression Factor	0.78	0.69			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.5	2.8			1.0		2.7	2.3			0.2	
Delay (s)	16.4	21.6			26.3		17.4	16.7			11.2	
Level of Service	B	C			C		B	B			B	
Approach Delay (s)		21.5			26.3			17.1			11.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	138	8	575	3	1	3	26	1238	14	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	150	9	625	3	1	3	28	1346	15			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	117	4	712	105	21	712	42	2145	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	8	1583	0	46	1583	101	5147	1583			
Grp Volume(v), veh/h	159	0	625	4	0	3	516	858	15			
Grp Sat Flow(s),veh/h/ln	8	0	1583	46	0	1583	1858	1695	1583			
Q Serve(g_s), s	0.0	0.0	21.5	0.0	0.0	0.1	13.5	11.9	0.3			
Cycle Q Clear(g_c), s	27.0	0.0	21.5	27.0	0.0	0.1	13.5	11.9	0.3			
Prop In Lane	0.94		1.00	0.75		1.00	0.05		1.00			
Lane Grp Cap(c), veh/h	120	0	712	126	0	712	774	1413	660			
V/C Ratio(X)	1.32	0.00	0.88	0.03	0.00	0.00	0.67	0.61	0.02			
Avail Cap(c_a), veh/h	120	0	712	126	0	712	774	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	29.2	0.0	15.0	14.9	0.0	9.1	14.1	13.7	10.3			
Incr Delay (d2), s/veh	191.1	0.0	12.0	0.1	0.0	0.0	4.5	1.9	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	15.1	0.0	17.2	0.1	0.0	0.1	12.5	9.8	0.3			
LnGrp Delay(d),s/veh	220.3	0.0	27.0	15.0	0.0	9.1	18.7	15.6	10.4			
LnGrp LOS	F		C	B		A	B	B	B			
Approach Vol, veh/h		784			7			1389				
Approach Delay, s/veh		66.2			12.5			16.7				
Approach LOS		E			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		15.5		29.0				29.0
Green Ext Time (p_c), s		6.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	0	0	0	10	2375	170	98	2234	6
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	2	2				11	2582	185	107	2428	7
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	0	15	12				43	5386	383	157	4657	1450
Arrive On Green	0.00	0.00	0.00				0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	0	3632	2787				7	5881	419	100	5085	1583
Grp Volume(v), veh/h	0	2	2				783	1278	717	107	2428	7
Grp Sat Flow(s),veh/h/ln	0	1770	1393				1770	1458	1621	100	1695	1583
Q Serve(g_s), s	0.0	0.1	0.1				0.0	6.6	6.7	84.9	7.7	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1				6.1	6.6	6.7	91.6	7.7	0.0
Prop In Lane	0.00		1.00				0.01		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	0	15	12				1658	2670	1485	157	4657	1450
V/C Ratio(X)	0.00	0.13	0.17				0.47	0.48	0.48	0.68	0.52	0.00
Avail Cap(c_a), veh/h	0	1663	1310				1658	2670	1485	157	4657	1450
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	49.6				0.6	0.6	0.6	16.3	0.7	0.4
Incr Delay (d2), s/veh	0.0	4.0	6.7				1.0	0.6	1.1	21.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.1				5.9	4.9	5.9	7.0	6.4	0.0
LnGrp Delay(d),s/veh	0.0	53.6	56.3				1.6	1.2	1.8	37.7	1.1	0.4
LnGrp LOS		D	E				A	A	A	D	A	A
Approach Vol, veh/h		4						2778			2542	
Approach Delay, s/veh		55.0						1.5			2.6	
Approach LOS		D						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		4.4		95.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		8.7		2.1		93.6		
Green Ext Time (p_c), s		7.3		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	2.1
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	611	0	0	1287	63	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1863			3539	1763	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1863			3539	1763	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	664	0	0	1399	68	5
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	664	0	0	1399	71	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	58.4			58.4	33.6	
Effective Green, g (s)	58.4			58.4	33.6	
Actuated g/C Ratio	0.58			0.58	0.34	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1087			2066	592	
v/s Ratio Prot	0.36			c0.40	c0.04	
v/s Ratio Perm						
v/c Ratio	0.61			0.68	0.12	
Uniform Delay, d1	13.5			14.3	23.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.0			0.9	0.4	
Delay (s)	14.5			15.2	23.4	
Level of Service	B			B	C	
Approach Delay (s)	14.5			15.2	23.4	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	334	30	996	0	0	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.99		1.00			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	3412		3539			3539
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	3412		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	363	33	1083	0	0	860
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	388	0	1083	0	0	860
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	16.7		75.3			75.3
Effective Green, g (s)	16.7		75.3			75.3
Actuated g/C Ratio	0.17		0.75			0.75
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	569		2664			2664
v/s Ratio Prot	c0.11		c0.31			0.24
v/s Ratio Perm						
v/c Ratio	0.68		0.41			0.32
Uniform Delay, d1	39.1		4.4			4.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	3.4		0.5			0.3
Delay (s)	42.5		4.9			4.4
Level of Service	D		A			A
Approach Delay (s)	42.5		4.9			4.4
Approach LOS	D		A			A

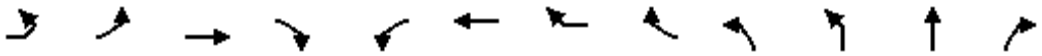
Intersection Summary			
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	389	43	0	889	111	241	0	127	1420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.94	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1703	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1703	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	423	47	0	966	121	262	0	138	1543
RTOR Reduction (vph)	0	0	0	0	25	153	0	0	0
Lane Group Flow (vph)	423	47	0	966	172	33	0	138	1543
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	302	267		281	1583
v/s Ratio Prot	0.12	0.03		0.27	0.10				
v/s Ratio Perm						0.02		0.09	c0.97
v/c Ratio	0.16	0.17		0.37	0.57	0.12		0.49	0.97
Uniform Delay, d1	3.6	31.4		4.4	33.8	31.1		33.3	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	1.3		0.4	7.5	1.0		6.0	17.4
Delay (s)	3.8	32.6		4.8	41.4	32.1		39.4	17.4
Level of Service	A	C		A	D	C		D	B
Approach Delay (s)	6.7			4.8	36.9		19.2		
Approach LOS	A			A	D		B		

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.9%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group



Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	177	12	431	101	135	849	633	17	21	183	22	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.93				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3309				1681	1701	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3309				1011	1701	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	192	13	468	110	147	923	688	18	23	199	24	38
RTOR Reduction (vph)	0	0	0	59	0	0	0	0	0	0	0	31
Lane Group Flow (vph)	0	205	468	51	147	1629	0	0	0	121	125	7
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	48.4	48.4	13.7	55.1				7.0	7.0	20.7
Effective Green, g (s)		8.0	48.4	48.4	13.7	55.1				7.0	7.0	20.7
Actuated g/C Ratio		0.08	0.46	0.46	0.13	0.52				0.07	0.07	0.20
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1631	729	230	1736				67	113	312
v/s Ratio Prot			0.13		0.08	c0.49					0.07	0.00
v/s Ratio Perm		c0.22		0.03						c0.12		0.00
v/c Ratio		2.93	0.29	0.07	0.64	0.94				1.81	1.11	0.02
Uniform Delay, d1		48.5	17.6	15.8	43.3	23.4				49.0	49.0	34.0
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		905.3	0.4	0.2	5.7	11.2				415.3	116.1	0.0
Delay (s)		953.8	18.0	15.9	49.0	34.6				464.3	165.1	34.0
Level of Service		F	B	B	D	C				F	F	C
Approach Delay (s)			262.7			35.8					275.0	
Approach LOS			F			D					F	

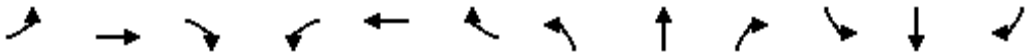
Intersection Summary			
HCM 2000 Control Delay	115.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	71	117	15	50
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3351		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3351		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	127	16	54
RTOR Reduction (vph)	0	38	0	0
Lane Group Flow (vph)	77	159	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	9.9	9.9		
Effective Green, g (s)	9.9	9.9		
Actuated g/C Ratio	0.09	0.09		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	166	315		
v/s Ratio Prot	0.04	c0.05		
v/s Ratio Perm				
v/c Ratio	0.46	0.50		
Uniform Delay, d1	45.0	45.2		
Progression Factor	1.00	1.00		
Incremental Delay, d2	2.0	1.3		
Delay (s)	47.1	46.5		
Level of Service	D	D		
Approach Delay (s)		46.7		
Approach LOS		D		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	482	204	38	1323	0	0	0	0	494	4	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.93	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1607	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1607	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	524	222	41	1438	0	0	0	0	537	4	153
RTOR Reduction (vph)	0	0	100	0	0	0	0	0	0	0	33	0
Lane Group Flow (vph)	0	524	122	41	1438	0	0	0	0	354	307	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		49.9	49.9	5.2	59.1					21.9	21.9	
Effective Green, g (s)		49.9	49.9	5.2	59.1					21.9	21.9	
Actuated g/C Ratio		0.55	0.55	0.06	0.65					0.24	0.24	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1942	868	101	2300					404	387	
v/s Ratio Prot		0.15		0.02	c0.41							
v/s Ratio Perm			0.08							c0.21	0.19	
v/c Ratio		0.27	0.14	0.41	0.63					0.88	0.79	
Uniform Delay, d1		10.9	10.0	41.4	9.4					33.2	32.4	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.3	0.3	2.7	0.5					18.7	10.7	
Delay (s)		11.2	10.4	44.0	9.9					51.9	43.1	
Level of Service		B	B	D	A					D	D	
Approach Delay (s)		10.9			10.9			0.0			47.6	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	905	0	0	998	762	389	0	129	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.20	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	376	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	984	0	0	1085	828	423	0	140	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	348	0	0	114	0	0	0
Lane Group Flow (vph)	98	984	0	0	1085	480	423	0	26	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	52.2	52.2			52.2	52.2	16.4		16.4			
Effective Green, g (s)	52.2	52.2			52.2	52.2	16.4		16.4			
Actuated g/C Ratio	0.58	0.58			0.58	0.58	0.18		0.18			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	218	2052			2052	918	625		288			
v/s Ratio Prot		0.28			c0.31		c0.12					
v/s Ratio Perm	0.26					0.30			0.02			
v/c Ratio	0.45	0.48			0.53	0.52	0.68		0.09			
Uniform Delay, d1	10.7	11.0			11.4	11.4	34.3		30.6			
Progression Factor	1.00	1.00			0.58	1.60	1.00		1.00			
Incremental Delay, d2	6.6	0.8			1.0	2.1	2.9		0.1			
Delay (s)	17.3	11.8			7.6	20.3	37.2		30.7			
Level of Service	B	B			A	C	D		C			
Approach Delay (s)		12.3			13.1			35.6			0.0	
Approach LOS		B			B			D			A	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	117	829	37	201	1071	37	38	1112	93	69	1324	215
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	127	901	40	218	1164	40	41	1209	101	75	1439	234
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	1087	48	302	1246	43	132	2355	895	196	2042	332
Arrive On Green	0.08	0.42	0.42	0.20	0.71	0.71	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1774	3452	153	1774	3491	120	295	5085	1583	418	4410	716
Grp Volume(v), veh/h	127	462	479	218	590	614	41	1209	101	75	1106	567
Grp Sat Flow(s),veh/h/ln	1774	1770	1836	1774	1770	1842	295	1695	1583	418	1695	1736
Q Serve(g_s), s	4.8	23.2	23.2	8.1	28.6	28.7	12.9	16.7	3.0	15.4	26.0	26.0
Cycle Q Clear(g_c), s	4.8	23.2	23.2	8.1	28.6	28.7	38.9	16.7	3.0	32.1	26.0	26.0
Prop In Lane	1.00		0.08	1.00		0.07	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	211	557	578	302	632	657	132	2355	895	196	1570	804
V/C Ratio(X)	0.60	0.83	0.83	0.72	0.93	0.93	0.31	0.51	0.11	0.38	0.70	0.71
Avail Cap(c_a), veh/h	211	557	578	334	655	681	132	2355	895	196	1570	804
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	26.7	26.7	20.1	13.3	13.3	36.9	18.9	10.1	30.2	21.4	21.4
Incr Delay (d2), s/veh	3.3	7.3	7.1	4.4	14.6	14.3	6.1	0.8	0.3	5.6	2.7	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	17.2	17.8	6.9	21.2	21.9	2.3	12.7	2.4	3.7	18.6	19.6
LnGrp Delay(d),s/veh	27.9	34.0	33.7	24.5	27.9	27.6	43.0	19.7	10.4	35.8	24.1	26.6
LnGrp LOS	C	C	C	C	C	C	D	B	B	D	C	C
Approach Vol, veh/h		1068			1422			1351			1748	
Approach Delay, s/veh		33.2			27.2			19.7			25.4	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.3	14.2	35.5		50.3	10.0	39.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		45.0	12.0	31.0		45.0	6.0	37.0
Max Q Clear Time (g_c+I1), s		40.9	10.1	25.2		34.1	6.8	30.7
Green Ext Time (p_c), s		4.0	0.1	4.9		10.3	0.0	5.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	923	32	119	1247	42	26	61	19	49	90	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	36	1003	35	129	1355	46	28	66	21	53	98	72
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	1936	68	372	1938	66	165	374	110	160	289	193
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	383	3489	122	541	3493	118	329	1025	303	315	791	528
Grp Volume(v), veh/h	36	509	529	129	686	715	115	0	0	223	0	0
Grp Sat Flow(s),veh/h/ln	383	1770	1841	541	1770	1842	1657	0	0	1635	0	0
Q Serve(g_s), s	4.3	0.0	0.0	9.1	20.9	21.0	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	25.3	0.0	0.0	9.1	20.9	21.0	4.3	0.0	0.0	9.5	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.06	0.24		0.18	0.24		0.32
Lane Grp Cap(c), veh/h	204	982	1022	372	982	1022	650	0	0	641	0	0
V/C Ratio(X)	0.18	0.52	0.52	0.35	0.70	0.70	0.18	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	240	1150	1197	424	1150	1197	650	0	0	641	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.55	0.55	0.55	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.8	0.0	0.0	7.0	8.6	8.6	21.5	0.0	0.0	23.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.3	0.9	0.8	0.6	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.1	0.1	2.5	14.0	14.5	4.0	0.0	0.0	8.3	0.0	0.0
LnGrp Delay(d),s/veh	5.0	0.2	0.2	7.3	9.4	9.4	22.1	0.0	0.0	24.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		1074			1530			115			223	
Approach Delay, s/veh		0.4			9.2			22.1			24.6	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.5		59.5		40.5		59.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0		65.0		27.0		65.0
Max Q Clear Time (g_c+I1), s		6.3		27.3		11.5		23.0
Green Ext Time (p_c), s		2.0		28.2		1.8		30.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	801	17	21	1434	20	23	87	24	44	129	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	33	871	18	23	1559	22	25	95	26	48	140	92
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1723	36	368	1736	24	138	504	130	137	390	237
Arrive On Green	0.97	0.97	0.97	0.97	0.97	0.97	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	322	3546	73	623	3573	50	220	1161	299	219	898	546
Grp Volume(v), veh/h	33	435	454	23	771	810	146	0	0	280	0	0
Grp Sat Flow(s),veh/h/ln	322	1770	1850	623	1770	1854	1680	0	0	1663	0	0
Q Serve(g_s), s	2.5	1.4	1.4	0.2	9.6	9.7	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	10.8	1.4	1.4	1.3	9.6	9.7	5.0	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.03	0.17		0.18	0.17		0.33
Lane Grp Cap(c), veh/h	202	860	899	368	860	901	771	0	0	764	0	0
V/C Ratio(X)	0.16	0.51	0.51	0.06	0.90	0.90	0.19	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	245	1097	1147	451	1097	1149	771	0	0	764	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.55	0.55	0.55	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.9	0.7	0.7	0.8	0.9	0.9	17.4	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.4	0.0	4.8	4.7	0.5	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	1.0	1.0	0.1	4.9	5.0	4.7	0.0	0.0	9.3	0.0	0.0
LnGrp Delay(d),s/veh	2.2	1.1	1.1	0.8	5.7	5.6	18.0	0.0	0.0	20.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			C		
Approach Vol, veh/h		922			1604			146			280	
Approach Delay, s/veh		1.2			5.6			18.0			20.4	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		48.8		51.2		48.8		51.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		30.0		62.0		30.0		62.0
Max Q Clear Time (g_c+I1), s		7.0		12.8		12.8		11.7
Green Ext Time (p_c), s		2.7		33.0		2.4		33.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	753	44	62	1267	42	24	388	16	42	722	177
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	74	818	48	67	1377	46	26	422	17	46	785	192
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	1525	90	349	1569	52	77	1285	56	87	1233	297
Arrive On Green	0.90	0.90	0.90	0.90	0.90	0.90	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	375	3398	199	636	3495	117	79	2728	118	102	2617	630
Grp Volume(v), veh/h	74	426	440	67	696	727	224	0	241	540	0	483
Grp Sat Flow(s),veh/h/ln	375	1770	1828	636	1770	1842	1251	0	1674	1764	0	1584
Q Serve(g_s), s	9.3	4.7	4.7	1.7	18.9	19.1	2.0	0.0	8.9	8.0	0.0	23.2
Cycle Q Clear(g_c), s	18.5	4.7	4.7	3.1	18.9	19.1	27.4	0.0	8.9	22.5	0.0	23.2
Prop In Lane	1.00		0.11	1.00		0.06	0.12		0.07	0.09		0.40
Lane Grp Cap(c), veh/h	206	794	821	349	794	827	629	0	789	870	0	746
V/C Ratio(X)	0.36	0.54	0.54	0.19	0.88	0.88	0.36	0.00	0.31	0.62	0.00	0.65
Avail Cap(c_a), veh/h	248	991	1023	419	991	1032	629	0	789	870	0	746
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.9	3.1	3.1	3.1	3.8	3.8	16.6	0.0	16.3	19.8	0.0	20.1
Incr Delay (d2), s/veh	1.0	0.5	0.5	0.0	0.8	0.8	1.6	0.0	1.0	3.3	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	4.0	4.1	0.5	9.3	9.6	7.2	0.0	7.7	17.6	0.0	16.4
LnGrp Delay(d),s/veh	6.9	3.6	3.5	3.1	4.5	4.5	18.2	0.0	17.3	23.1	0.0	24.4
LnGrp LOS	A	A	A	A	A	A	B		B	C		C
Approach Vol, veh/h		940			1490			465			1023	
Approach Delay, s/veh		3.8			4.5			17.8			23.7	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.5		49.5		50.5		49.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		29.4		20.5		25.2		21.1
Green Ext Time (p_c), s		4.6		25.4		6.8		25.1

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	757	64	135	1242	53	80	974	89	60	1178	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	66	823	70	147	1350	58	87	1059	97	65	1280	147
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1288	110	246	1349	58	152	1876	839	231	1697	194
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	381	3302	281	620	3458	148	374	3539	1583	484	3202	366
Grp Volume(v), veh/h	66	441	452	147	690	718	87	1059	97	65	705	722
Grp Sat Flow(s),veh/h/ln	381	1770	1813	620	1770	1837	374	1770	1583	484	1770	1798
Q Serve(g_s), s	0.0	10.9	10.9	19.8	38.9	39.0	21.5	20.1	3.1	10.4	31.1	31.5
Cycle Q Clear(g_c), s	39.0	10.9	10.9	30.7	38.9	39.0	53.0	20.1	3.1	30.5	31.1	31.5
Prop In Lane	1.00		0.15	1.00		0.08	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	72	690	707	246	690	716	152	1876	839	231	938	953
V/C Ratio(X)	0.92	0.64	0.64	0.60	1.00	1.00	0.57	0.56	0.12	0.28	0.75	0.76
Avail Cap(c_a), veh/h	72	690	707	246	690	716	152	1876	839	231	938	953
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	7.9	7.9	14.6	11.0	11.0	40.1	15.8	11.8	26.0	18.4	18.5
Incr Delay (d2), s/veh	72.0	1.7	1.7	2.2	25.5	25.7	14.6	1.2	0.3	3.0	5.5	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	8.8	8.9	5.7	28.3	42.2	5.4	15.2	2.5	2.9	23.2	23.7
LnGrp Delay(d),s/veh	102.5	9.7	9.6	16.9	36.5	36.7	54.7	17.0	12.0	29.0	23.9	24.1
LnGrp LOS	F	A	A	B	D	F	D	B	B	C	C	C
Approach Vol, veh/h		959			1555			1243			1492	
Approach Delay, s/veh		16.0			34.8			19.3			24.2	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		57.0		43.0		57.0		43.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		53.0		39.0		53.0		39.0
Max Q Clear Time (g_c+I1), s		55.0		41.0		33.5		41.0
Green Ext Time (p_c), s		0.0		0.0		17.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	852	32	191	1363	35	27	245	54	71	463	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	926	35	208	1482	38	29	266	59	77	503	37
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	1900	72	324	1926	49	170	552	122	320	641	47
Arrive On Green	0.73	0.73	0.73	1.00	1.00	1.00	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	342	3478	131	582	3526	90	862	1477	328	1051	1714	126
Grp Volume(v), veh/h	43	471	490	208	743	777	29	0	325	77	0	540
Grp Sat Flow(s),veh/h/ln	342	1770	1840	582	1770	1847	862	0	1805	1051	0	1840
Q Serve(g_s), s	4.1	11.3	11.3	21.3	0.0	0.0	3.1	0.0	13.8	6.0	0.0	26.0
Cycle Q Clear(g_c), s	4.1	11.3	11.3	32.6	0.0	0.0	29.1	0.0	13.8	19.8	0.0	26.0
Prop In Lane	1.00		0.07	1.00		0.05	1.00		0.18	1.00		0.07
Lane Grp Cap(c), veh/h	259	967	1005	324	967	1009	170	0	675	320	0	688
V/C Ratio(X)	0.17	0.49	0.49	0.64	0.77	0.77	0.17	0.00	0.48	0.24	0.00	0.79
Avail Cap(c_a), veh/h	270	1026	1067	344	1026	1071	170	0	675	320	0	688
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.58	0.58	0.58	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	7.7	7.7	3.4	0.0	0.0	40.6	0.0	23.9	31.5	0.0	27.8
Incr Delay (d2), s/veh	0.2	0.3	0.3	2.1	2.0	1.9	2.2	0.0	2.5	1.8	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	8.9	9.2	5.7	1.0	1.0	1.5	0.0	11.8	3.4	0.0	21.2
LnGrp Delay(d),s/veh	7.0	8.0	8.0	5.5	2.0	1.9	42.8	0.0	26.4	33.2	0.0	36.5
LnGrp LOS	A	A	A	A	A	A	D		C	C		D
Approach Vol, veh/h		1004			1728			354			617	
Approach Delay, s/veh		8.0			2.4			27.7			36.1	
Approach LOS		A			A			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.4		58.6		41.4		58.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		58.0		34.0		58.0
Max Q Clear Time (g_c+I1), s		31.1		13.3		28.0		34.6
Green Ext Time (p_c), s		1.6		34.1		3.0		20.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	69	930	3	7	1369	56	8	5	3	151	16	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	1011	3	8	1488	61	9	5	3	164	17	159
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	2027	6	382	1941	79	175	97	58	234	20	191
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.19	0.19	0.19	0.13	0.13	0.13
Sat Flow, veh/h	332	3620	11	554	3466	142	932	518	311	1774	155	1451
Grp Volume(v), veh/h	75	494	520	8	758	791	17	0	0	164	0	176
Grp Sat Flow(s),veh/h/ln	332	1770	1861	554	1770	1838	1761	0	0	1774	0	1607
Q Serve(g_s), s	22.4	0.0	0.0	0.6	33.0	33.2	0.8	0.0	0.0	8.8	0.0	10.7
Cycle Q Clear(g_c), s	55.7	0.0	0.0	0.6	33.0	33.2	0.8	0.0	0.0	8.8	0.0	10.7
Prop In Lane	1.00		0.01	1.00		0.08	0.53		0.18	1.00		0.90
Lane Grp Cap(c), veh/h	148	991	1042	382	991	1029	331	0	0	234	0	212
V/C Ratio(X)	0.51	0.50	0.50	0.02	0.76	0.77	0.05	0.00	0.00	0.70	0.00	0.83
Avail Cap(c_a), veh/h	148	991	1042	382	991	1029	331	0	0	284	0	257
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.45	0.45	0.45	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	0.0	9.8	16.9	17.0	33.3	0.0	0.0	41.5	0.0	42.3
Incr Delay (d2), s/veh	2.5	0.3	0.3	0.0	1.7	1.7	0.3	0.0	0.0	5.9	0.0	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.2	0.2	0.2	20.9	21.8	0.7	0.0	0.0	8.3	0.0	9.7
LnGrp Delay(d),s/veh	19.0	0.3	0.3	9.8	18.6	18.6	33.6	0.0	0.0	47.4	0.0	59.6
LnGrp LOS	B	A	A	A	B	B	C			D		E
Approach Vol, veh/h		1089			1557			17			340	
Approach Delay, s/veh		1.6			18.6			33.6			53.7	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.8		60.0		17.2		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		2.8		57.7		12.7		35.2
Green Ext Time (p_c), s		0.0		0.0		0.5		17.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	862	139	73	1287	25	0	274	102	0	450	101
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	33	937	151	79	1399	27	0	298	111	0	489	110
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	139	1534	247	218	1785	34	0	541	201	0	615	138
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.00	0.42	0.42	0.00	0.42	0.42
Sat Flow, veh/h	374	3054	492	516	3552	68	0	1295	482	0	1473	331
Grp Volume(v), veh/h	33	543	545	79	697	729	0	0	409	0	0	599
Grp Sat Flow(s),veh/h/ln	374	1770	1776	516	1770	1851	0	0	1778	0	0	1804
Q Serve(g_s), s	7.9	22.0	22.0	13.0	32.3	32.4	0.0	0.0	17.4	0.0	0.0	28.9
Cycle Q Clear(g_c), s	40.3	22.0	22.0	35.0	32.3	32.4	0.0	0.0	17.4	0.0	0.0	28.9
Prop In Lane	1.00		0.28	1.00		0.04	0.00		0.27	0.00		0.18
Lane Grp Cap(c), veh/h	139	889	892	218	889	930	0	0	742	0	0	753
V/C Ratio(X)	0.24	0.61	0.61	0.36	0.78	0.78	0.00	0.00	0.55	0.00	0.00	0.80
Avail Cap(c_a), veh/h	142	903	906	222	903	944	0	0	742	0	0	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.58	0.58	0.58	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	17.9	17.9	30.4	20.4	20.4	0.0	0.0	22.0	0.0	0.0	25.4
Incr Delay (d2), s/veh	0.7	1.0	1.0	0.6	2.6	2.5	0.0	0.0	2.9	0.0	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	15.9	16.0	3.4	21.4	22.2	0.0	0.0	14.1	0.0	0.0	22.7
LnGrp Delay(d),s/veh	37.7	18.9	18.9	31.0	23.0	23.0	0.0	0.0	25.0	0.0	0.0	33.9
LnGrp LOS	D	B	B	C	C	C			C			C
Approach Vol, veh/h		1121			1505			409			599	
Approach Delay, s/veh		19.4			23.4			25.0			33.9	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.7		54.3		45.7		54.3
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		41.0		51.0		41.0		51.0
Max Q Clear Time (g_c+I1), s		19.4		42.3		30.9		37.0
Green Ext Time (p_c), s		7.2		7.9		4.7		12.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	818	65	64	1009	12	0	771	58	0	808	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	40	889	71	70	1097	13	0	838	63	0	878	79
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	178	1501	120	219	1620	19	0	1561	117	0	1537	138
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.00	0.47	0.47	0.00	0.47	0.47
Sat Flow, veh/h	506	3320	265	583	3582	42	0	3430	251	0	3378	296
Grp Volume(v), veh/h	40	474	486	70	542	568	0	444	457	0	473	484
Grp Sat Flow(s),veh/h/ln	506	1770	1816	583	1770	1855	0	1770	1818	0	1770	1811
Q Serve(g_s), s	6.8	20.0	20.0	10.2	24.2	24.2	0.0	17.8	17.8	0.0	19.4	19.4
Cycle Q Clear(g_c), s	31.0	20.0	20.0	30.2	24.2	24.2	0.0	17.8	17.8	0.0	19.4	19.4
Prop In Lane	1.00		0.15	1.00		0.02	0.00		0.14	0.00		0.16
Lane Grp Cap(c), veh/h	178	800	821	219	800	839	0	828	851	0	828	847
V/C Ratio(X)	0.22	0.59	0.59	0.32	0.68	0.68	0.00	0.54	0.54	0.00	0.57	0.57
Avail Cap(c_a), veh/h	198	867	890	241	867	909	0	828	851	0	828	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.35	0.35	0.35	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	20.5	20.5	31.8	21.6	21.6	0.0	18.9	18.9	0.0	19.3	19.3
Incr Delay (d2), s/veh	0.5	0.7	0.7	0.3	0.7	0.6	0.0	2.5	2.4	0.0	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	14.3	14.6	2.9	15.2	15.9	0.0	14.2	14.5	0.0	15.3	15.6
LnGrp Delay(d),s/veh	34.3	21.2	21.2	32.1	22.3	22.3	0.0	21.4	21.3	0.0	22.2	22.1
LnGrp LOS	C	C	C	C	C	C		C	C		C	C
Approach Vol, veh/h		1000			1180			901			957	
Approach Delay, s/veh		21.7			22.9			21.4			22.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.8		49.2		50.8		49.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		49.0		43.0		49.0
Max Q Clear Time (g_c+I1), s		19.8		33.0		21.4		32.2
Green Ext Time (p_c), s		13.5		12.3		13.0		12.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	782	64	91	997	33	86	798	120	95	948	122
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	57	850	70	99	1084	36	93	867	130	103	1030	133
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	1143	511	233	1200	40	219	1463	739	287	1317	170
Arrive On Green	0.03	0.32	0.32	0.05	0.34	0.34	0.05	0.41	0.41	0.05	0.42	0.42
Sat Flow, veh/h	1774	3539	1583	1774	3496	116	1774	3539	1583	1774	3154	407
Grp Volume(v), veh/h	57	850	70	99	549	571	93	867	130	103	578	585
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1842	1774	1770	1583	1774	1770	1791
Q Serve(g_s), s	2.1	21.4	3.1	3.7	29.5	29.5	3.0	19.0	4.8	3.3	28.2	28.3
Cycle Q Clear(g_c), s	2.1	21.4	3.1	3.7	29.5	29.5	3.0	19.0	4.8	3.3	28.2	28.3
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	154	1143	511	233	608	633	219	1463	739	287	739	748
V/C Ratio(X)	0.37	0.74	0.14	0.43	0.90	0.90	0.43	0.59	0.18	0.36	0.78	0.78
Avail Cap(c_a), veh/h	167	1143	511	262	619	645	226	1463	739	322	739	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	30.2	24.0	23.3	31.2	31.2	20.2	22.8	15.5	17.5	25.2	25.2
Incr Delay (d2), s/veh	1.0	1.9	0.1	0.8	11.8	11.5	1.3	1.8	0.5	0.8	8.1	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	15.2	2.5	3.3	21.7	22.4	2.7	14.7	3.9	3.0	21.9	22.1
LnGrp Delay(d),s/veh	26.7	32.1	24.1	24.1	43.1	42.7	21.5	24.6	16.0	18.2	33.2	33.2
LnGrp LOS	C	C	C	C	D	D	C	C	B	B	C	C
Approach Vol, veh/h		977			1219			1090			1266	
Approach Delay, s/veh		31.2			41.4			23.3			32.0	
Approach LOS		C			D			C			C	

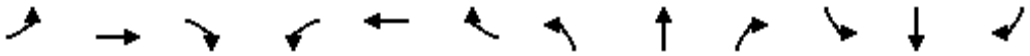
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	45.3	9.3	36.3	8.6	45.8	7.3	38.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	38.0	7.0	32.0	5.0	40.0	4.0	35.0
Max Q Clear Time (g_c+I1), s	5.3	21.0	5.7	23.4	5.0	30.3	4.1	31.5
Green Ext Time (p_c), s	0.0	12.6	0.0	6.9	0.0	7.9	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	734	388	51	1112	42	0	0	0	92	23	10
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	7	798	422	55	1209	46				100	25	11
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	40	1533	706	254	1550	59				618	154	68
Arrive On Green	0.89	0.89	0.89	0.89	0.89	0.89				0.47	0.47	0.47
Sat Flow, veh/h	8	3439	1583	456	3477	132				1303	326	143
Grp Volume(v), veh/h	429	376	422	55	615	640				136	0	0
Grp Sat Flow(s),veh/h/ln	1836	1610	1583	456	1770	1839				1772	0	0
Q Serve(g_s), s	0.0	4.7	6.2	3.2	12.3	12.4				4.4	0.0	0.0
Cycle Q Clear(g_c), s	4.6	4.7	6.2	8.0	12.3	12.4				4.4	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.07				0.74		0.08
Lane Grp Cap(c), veh/h	855	718	706	254	789	820				840	0	0
V/C Ratio(X)	0.50	0.52	0.60	0.22	0.78	0.78				0.16	0.00	0.00
Avail Cap(c_a), veh/h	1252	1079	1061	356	1186	1232				840	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.70	0.70	0.70				1.00	0.00	0.00
Uniform Delay (d), s/veh	3.2	3.3	3.3	4.1	3.7	3.7				15.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.6	0.3	1.4	1.3				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	3.5	4.4	0.7	8.6	8.8				4.0	0.0	0.0
LnGrp Delay(d),s/veh	3.6	3.7	3.9	4.4	5.0	5.0				15.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				B		
Approach Vol, veh/h		1227			1310						136	
Approach Delay, s/veh		3.7			5.0						15.4	
Approach LOS		A			A						B	

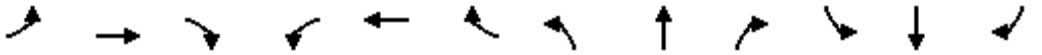
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				48.6		51.4		48.6
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				67.0		25.0		67.0
Max Q Clear Time (g_c+I1), s				8.2		6.4		14.4
Green Ext Time (p_c), s				32.0		0.6		30.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	796	0	0	787	36	456	33	44	20	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.97			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3516		1681	1666			1654	
Flt Permitted	0.14	1.00			1.00		0.70	0.74			0.90	
Satd. Flow (perm)	254	3539			3516		1241	1274			1509	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	865	0	0	855	39	496	36	48	22	0	64
RTOR Reduction (vph)	0	0	0	0	4	0	0	6	0	0	27	0
Lane Group Flow (vph)	10	865	0	0	890	0	293	281	0	0	59	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	33.9	33.9			33.9		58.1	58.1			58.1	
Effective Green, g (s)	33.9	33.9			33.9		58.1	58.1			58.1	
Actuated g/C Ratio	0.34	0.34			0.34		0.58	0.58			0.58	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	86	1199			1191		721	740			876	
v/s Ratio Prot		0.24			c0.25							
v/s Ratio Perm	0.04						c0.24	0.22			0.04	
v/c Ratio	0.12	0.72			0.75		0.41	0.38			0.07	
Uniform Delay, d1	22.7	28.9			29.3		11.5	11.3			9.1	
Progression Factor	0.77	0.67			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.6	2.1			2.6		1.7	1.5			0.1	
Delay (s)	18.0	21.5			31.9		13.2	12.7			9.3	
Level of Service	B	C			C		B	B			A	
Approach Delay (s)		21.5			31.9			13.0			9.3	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	272	4	218	10	3	6	66	2371	5	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	296	4	237	11	3	7	72	2577	5			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	119	0	712	107	17	712	56	2130	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	0	1583	0	38	1583	134	5112	1583			
Grp Volume(v), veh/h	300	0	237	14	0	7	997	1652	5			
Grp Sat Flow(s),veh/h/ln	0	0	1583	38	0	1583	1856	1695	1583			
Q Serve(g_s), s	0.0	0.0	5.8	0.0	0.0	0.1	25.0	25.0	0.1			
Cycle Q Clear(g_c), s	27.0	0.0	5.8	27.0	0.0	0.1	25.0	25.0	0.1			
Prop In Lane	0.99		1.00	0.79		1.00	0.07		1.00			
Lane Grp Cap(c), veh/h	119	0	712	124	0	712	773	1413	660			
V/C Ratio(X)	2.52	0.00	0.33	0.11	0.00	0.01	1.29	1.17	0.01			
Avail Cap(c_a), veh/h	119	0	712	124	0	712	773	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	10.7	15.0	0.0	9.1	17.5	17.5	10.2			
Incr Delay (d2), s/veh	706.7	0.0	0.3	0.4	0.0	0.0	139.5	84.4	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	45.6	0.0	4.6	0.3	0.0	0.1	76.8	50.6	0.1			
LnGrp Delay(d),s/veh	736.7	0.0	10.9	15.4	0.0	9.1	157.0	101.9	10.3			
LnGrp LOS	F		B	B		A	F	F	B			
Approach Vol, veh/h		537			21			2654				
Approach Delay, s/veh		416.4			13.3			122.4				
Approach LOS		F			B			F				

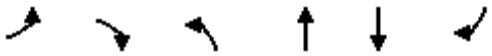
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		27.0		29.0				29.0
Green Ext Time (p_c), s		0.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	170.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	8	8	0	0	0	15	2498	118	152	2660	14
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	14	9	9				16	2715	128	165	2891	15
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	42	42	66				47	5294	249	147	4559	1419
Arrive On Green	0.02	0.02	0.02				0.90	0.90	0.90	0.90	0.90	0.90
Sat Flow, veh/h	1774	1770	2787				11	5906	278	93	5085	1583
Grp Volume(v), veh/h	14	9	9				766	1335	759	165	2891	15
Grp Sat Flow(s),veh/h/ln	1774	1770	1393				1633	1458	1646	93	1695	1583
Q Serve(g_s), s	0.8	0.5	0.3				0.0	8.7	8.8	80.8	13.6	0.1
Cycle Q Clear(g_c), s	0.8	0.5	0.3				7.2	8.7	8.8	89.6	13.6	0.1
Prop In Lane	1.00		1.00				0.02		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	42	42	66				1501	2614	1476	147	4559	1419
V/C Ratio(X)	0.34	0.22	0.14				0.51	0.51	0.51	1.12	0.63	0.01
Avail Cap(c_a), veh/h	834	832	1310				1501	2614	1476	147	4559	1419
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	47.9	47.8				0.9	1.0	1.0	29.4	1.2	0.5
Incr Delay (d2), s/veh	4.6	2.6	0.9				1.2	0.7	1.3	111.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.5	0.2				7.1	6.5	7.7	15.4	10.3	0.1
LnGrp Delay(d),s/veh	52.7	50.5	48.8				2.2	1.7	2.3	140.8	1.9	0.6
LnGrp LOS	D	D	D				A	A	A	F	A	A
Approach Vol, veh/h		32						2859			3071	
Approach Delay, s/veh		51.0						2.0			9.4	
Approach LOS		D						A			A	

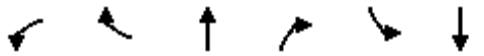
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		93.6		6.4		93.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		10.8		2.8		91.6		
Green Ext Time (p_c), s		5.1		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	102	4	0	2417	233	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	1769			3539	1863	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	1769			3539	1863	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	4	0	2627	253	0
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	113	0	0	2627	253	0
Turn Type	Prot			NA	NA	
Protected Phases	2			8	4	
Permitted Phases						
Actuated Green, G (s)	21.0			71.0	71.0	
Effective Green, g (s)	21.0			71.0	71.0	
Actuated g/C Ratio	0.21			0.71	0.71	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	371			2512	1322	
v/s Ratio Prot	c0.06			c0.74	0.14	
v/s Ratio Perm						
v/c Ratio	0.31			1.05	0.19	
Uniform Delay, d1	33.3			14.5	4.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	2.1			31.4	0.1	
Delay (s)	35.5			45.9	4.9	
Level of Service	D			D	A	
Approach Delay (s)	35.5			45.9	4.9	
Approach LOS	D			D	A	

Intersection Summary			
HCM 2000 Control Delay	42.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	70	77	2106	0	0	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.92		1.00			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	3252		3539			3539
Flt Permitted	0.98		1.00			1.00
Satd. Flow (perm)	3252		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	84	2289	0	0	304
RTOR Reduction (vph)	6	0	0	0	0	0
Lane Group Flow (vph)	154	0	2289	0	0	304
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	10.1		81.9			81.9
Effective Green, g (s)	10.1		81.9			81.9
Actuated g/C Ratio	0.10		0.82			0.82
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	328		2898			2898
v/s Ratio Prot	c0.05		c0.65			0.09
v/s Ratio Perm						
v/c Ratio	0.47		0.79			0.10
Uniform Delay, d1	42.4		4.6			1.8
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.1		2.3			0.1
Delay (s)	43.5		6.9			1.9
Level of Service	D		A			A
Approach Delay (s)	43.5		6.9			1.9
Approach LOS	D		A			A

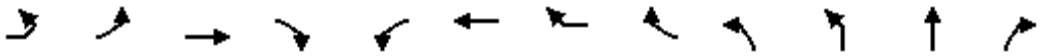
Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	533	57	0	599	457	357	0	285	835
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1761	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1761	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	579	62	0	651	497	388	0	310	908
RTOR Reduction (vph)	0	0	0	0	10	287	0	0	0
Lane Group Flow (vph)	579	62	0	651	526	62	0	310	908
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	313	267		281	1583
v/s Ratio Prot	0.16	0.04		0.18	c0.30				
v/s Ratio Perm						0.04		0.20	c0.57
v/c Ratio	0.22	0.22		0.25	1.68	0.23		1.10	0.57
Uniform Delay, d1	3.8	31.7		3.9	37.0	31.7		37.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	1.8		0.2	320.0	2.0		84.2	1.5
Delay (s)	4.0	33.5		4.2	357.0	33.8		121.2	1.5
Level of Service	A	C		A	F	C		F	A
Approach Delay (s)	6.9			4.2	229.5		32.0		
Approach LOS	A			A	F		C		

Intersection Summary			
HCM 2000 Control Delay	73.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

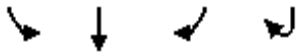


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	170	19	897	61	99	563	658	11	48	384	41	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.92				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3251				1681	1699	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3251				1011	1699	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	21	975	66	108	612	715	12	52	417	45	145
RTOR Reduction (vph)	0	0	0	33	0	0	0	0	0	0	0	119
Lane Group Flow (vph)	0	206	975	33	108	1339	0	0	0	252	262	26
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	51.8	51.8	11.7	56.5				7.0	7.0	18.7
Effective Green, g (s)		8.0	51.8	51.8	11.7	56.5				7.0	7.0	18.7
Actuated g/C Ratio		0.08	0.49	0.49	0.11	0.54				0.07	0.07	0.18
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1745	780	197	1749				67	113	281
v/s Ratio Prot			0.28		0.06	c0.41					0.15	0.01
v/s Ratio Perm		c0.22		0.02						c0.25		0.01
v/c Ratio		2.94	0.56	0.04	0.55	0.85dr				3.76	2.32	0.09
Uniform Delay, d1		48.5	18.6	13.8	44.1	19.0				49.0	49.0	36.1
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		911.6	1.3	0.1	3.1	3.3				1278.1	620.2	0.1
Delay (s)		960.1	19.9	13.9	47.3	22.3				1327.1	669.2	36.2
Level of Service		F	B	B	D	C				F	F	D
Approach Delay (s)			174.9			24.2					781.5	
Approach LOS			F			C					F	

Intersection Summary			
HCM 2000 Control Delay	220.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

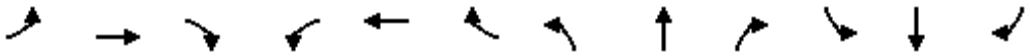


Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	47	75	9	29
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3359		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3359		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	82	10	32
RTOR Reduction (vph)	0	29	0	0
Lane Group Flow (vph)	51	95	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	8.5	8.5		
Effective Green, g (s)	8.5	8.5		
Actuated g/C Ratio	0.08	0.08		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	143	271		
v/s Ratio Prot	c0.03	0.03		
v/s Ratio Perm				
v/c Ratio	0.36	0.35		
Uniform Delay, d1	45.7	45.6		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.5	0.8		
Delay (s)	47.2	46.4		
Level of Service	D	D		
Approach Delay (s)		46.6		
Approach LOS		D		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	903	255	21	1006	0	0	0	0	501	13	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.96	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1648	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1648	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	982	277	23	1093	0	0	0	0	545	14	73
RTOR Reduction (vph)	0	0	116	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	982	161	23	1093	0	0	0	0	322	298	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		52.8	52.8	3.2	60.0					21.0	21.0	
Effective Green, g (s)		52.8	52.8	3.2	60.0					21.0	21.0	
Actuated g/C Ratio		0.58	0.58	0.04	0.66					0.23	0.23	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		2055	919	62	2335					388	380	
v/s Ratio Prot		0.28		0.01	c0.31							
v/s Ratio Perm			0.10							c0.19	0.18	
v/c Ratio		0.48	0.18	0.37	0.47					0.83	0.78	
Uniform Delay, d1		11.1	8.9	42.9	7.6					33.3	32.8	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.8	0.4	3.7	0.1					13.7	10.1	
Delay (s)		11.9	9.3	46.6	7.7					46.9	42.9	
Level of Service		B	A	D	A					D	D	
Approach Delay (s)		11.3			8.5			0.0			45.0	
Approach LOS		B			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1367	0	0	637	517	275	0	96	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.37	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	688	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	1486	0	0	692	562	299	0	104	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	203	0	0	89	0	0	0
Lane Group Flow (vph)	92	1486	0	0	692	359	299	0	15	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	57.5	57.5			57.5	57.5	13.1		13.1			
Effective Green, g (s)	57.5	57.5			57.5	57.5	13.1		13.1			
Actuated g/C Ratio	0.64	0.64			0.64	0.64	0.15		0.15			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	439	2261			2261	1011	499		230			
v/s Ratio Prot		c0.42			0.20		c0.09					
v/s Ratio Perm	0.13					0.23			0.01			
v/c Ratio	0.21	0.66			0.31	0.36	0.60		0.07			
Uniform Delay, d1	6.8	10.1			7.3	7.6	36.0		33.2			
Progression Factor	1.00	1.00			0.53	0.62	1.00		1.00			
Incremental Delay, d2	1.1	1.5			0.3	1.0	1.9		0.1			
Delay (s)	7.9	11.6			4.2	5.7	37.9		33.3			
Level of Service	A	B			A	A	D		C			
Approach Delay (s)		11.4			4.9			36.7			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	170	1153	40	144	922	79	61	964	219	80	1189	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	185	1253	43	157	1002	86	66	1048	238	87	1292	155
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1317	45	190	1163	100	155	2251	796	200	2038	244
Arrive On Green	0.08	0.38	0.38	0.06	0.35	0.35	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1774	3491	120	1774	3299	283	367	5085	1583	428	4603	552
Grp Volume(v), veh/h	185	635	661	157	537	551	66	1048	238	87	952	495
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1813	367	1695	1583	428	1695	1765
Q Serve(g_s), s	6.5	34.8	34.9	5.7	28.2	28.2	17.0	14.5	8.8	17.9	21.7	21.7
Cycle Q Clear(g_c), s	6.5	34.8	34.9	5.7	28.2	28.2	38.7	14.5	8.8	32.4	21.7	21.7
Prop In Lane	1.00		0.07	1.00		0.16	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	258	668	695	190	624	639	155	2251	796	200	1501	782
V/C Ratio(X)	0.72	0.95	0.95	0.82	0.86	0.86	0.43	0.47	0.30	0.44	0.63	0.63
Avail Cap(c_a), veh/h	268	672	700	190	624	639	155	2251	796	200	1501	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.12	0.12	0.12	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	30.2	30.3	25.0	30.1	30.1	36.6	19.6	14.6	30.9	21.6	21.6
Incr Delay (d2), s/veh	1.1	4.7	4.7	20.8	9.9	9.7	8.4	0.7	1.0	6.8	2.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	20.2	21.0	6.8	21.3	21.7	3.8	11.3	7.3	4.5	15.9	17.0
LnGrp Delay(d),s/veh	24.2	35.0	34.9	45.8	40.0	39.8	45.0	20.3	15.5	37.7	23.6	25.5
LnGrp LOS	C	C	C	D	D	D	D	C	B	D	C	C
Approach Vol, veh/h		1481			1245			1352			1534	
Approach Delay, s/veh		33.6			40.6			20.6			25.0	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		48.3	10.0	41.7		48.3	12.5	39.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		44.0	6.0	38.0		44.0	9.0	35.0
Max Q Clear Time (g_c+I1), s		40.7	7.7	36.9		34.4	8.5	30.2
Green Ext Time (p_c), s		3.1	0.0	0.8		9.0	0.0	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	29.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1284	51	98	1003	82	38	153	86	50	92	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	87	1396	55	107	1090	89	41	166	93	54	100	58
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	2281	90	228	2178	178	82	269	140	122	216	110
Arrive On Green	0.66	0.66	0.66	1.00	1.00	1.00	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	474	3472	137	365	3314	270	157	1024	531	292	821	419
Grp Volume(v), veh/h	87	710	741	107	582	597	300	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	474	1770	1839	365	1770	1815	1712	0	0	1532	0	0
Q Serve(g_s), s	7.7	23.0	23.1	18.6	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.7	23.0	23.1	41.7	0.0	0.0	15.2	0.0	0.0	11.4	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.15	0.14		0.31	0.25		0.27
Lane Grp Cap(c), veh/h	383	1163	1208	228	1163	1193	491	0	0	448	0	0
V/C Ratio(X)	0.23	0.61	0.61	0.47	0.50	0.50	0.61	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	399	1221	1269	240	1221	1252	491	0	0	448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.68	0.68	0.68	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	9.8	9.8	7.3	0.0	0.0	32.7	0.0	0.0	31.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.3	1.0	0.2	0.2	5.6	0.0	0.0	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	14.7	15.3	3.4	0.1	0.1	12.8	0.0	0.0	9.3	0.0	0.0
LnGrp Delay(d),s/veh	7.3	10.2	10.2	8.4	0.2	0.2	38.3	0.0	0.0	34.6	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D			C		
Approach Vol, veh/h		1538			1286			300			212	
Approach Delay, s/veh		10.0			0.9			38.3			34.6	
Approach LOS		B			A			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		30.3		69.7		30.3		69.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		23.0		69.0		23.0		69.0
Max Q Clear Time (g_c+I1), s		17.2		25.1		13.4		43.7
Green Ext Time (p_c), s		1.6		35.0		2.3		22.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	1266	34	19	1144	45	17	181	19	43	178	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	74	1376	37	21	1243	49	18	197	21	47	193	73
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1693	45	228	1670	66	71	682	70	123	485	172
Arrive On Green	0.96	0.96	0.96	0.96	0.96	0.96	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	425	3521	95	379	3471	137	73	1554	159	185	1104	392
Grp Volume(v), veh/h	74	691	722	21	633	659	236	0	0	313	0	0
Grp Sat Flow(s),veh/h/ln	425	1770	1846	379	1770	1839	1785	0	0	1681	0	0
Q Serve(g_s), s	3.6	6.8	6.8	1.1	4.8	4.8	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	8.4	6.8	6.8	7.9	4.8	4.8	8.3	0.0	0.0	12.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.07	0.08		0.09	0.15		0.23
Lane Grp Cap(c), veh/h	256	851	888	228	851	884	823	0	0	779	0	0
V/C Ratio(X)	0.29	0.81	0.81	0.09	0.74	0.75	0.29	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	311	1079	1126	277	1079	1122	823	0	0	779	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.68	0.68	0.68	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.6	1.1	1.1	1.8	1.1	1.1	18.1	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	2.6	2.6	0.1	1.4	1.4	0.9	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	4.5	4.7	0.2	3.1	3.2	7.8	0.0	0.0	10.2	0.0	0.0
LnGrp Delay(d),s/veh	2.1	3.7	3.7	1.9	2.5	2.5	18.9	0.0	0.0	20.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			C		
Approach Vol, veh/h		1487			1313			236			313	
Approach Delay, s/veh		3.6			2.5			18.9			20.6	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		47.9		52.1		47.9		52.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		61.0		31.0		61.0
Max Q Clear Time (g_c+I1), s		10.3		10.4		14.0		9.9
Green Ext Time (p_c), s		3.4		37.7		3.2		38.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	116	1205	41	42	1140	77	34	579	37	58	645	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	126	1310	45	46	1239	84	37	629	40	63	701	108
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	1682	58	261	1621	110	76	1248	83	103	1084	176
Arrive On Green	0.96	0.96	0.96	0.96	0.96	0.96	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	413	3491	120	400	3364	228	83	2848	189	141	2472	403
Grp Volume(v), veh/h	126	663	692	46	651	672	355	0	351	436	0	436
Grp Sat Flow(s),veh/h/ln	413	1770	1842	400	1770	1823	1458	0	1662	1392	0	1624
Q Serve(g_s), s	4.3	5.5	5.5	0.9	5.1	5.1	1.8	0.0	15.1	12.1	0.0	20.6
Cycle Q Clear(g_c), s	5.3	5.5	5.5	1.9	5.1	5.1	23.5	0.0	15.1	28.1	0.0	20.6
Prop In Lane	1.00		0.07	1.00		0.12	0.10		0.11	0.14		0.25
Lane Grp Cap(c), veh/h	267	852	887	261	852	878	679	0	728	651	0	712
V/C Ratio(X)	0.47	0.78	0.78	0.18	0.76	0.77	0.52	0.00	0.48	0.67	0.00	0.61
Avail Cap(c_a), veh/h	312	1044	1087	304	1044	1075	679	0	728	651	0	712
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.64	0.64	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	1.1	1.0	1.0	1.0	1.0	1.0	19.7	0.0	20.0	23.3	0.0	21.6
Incr Delay (d2), s/veh	0.8	1.9	1.8	0.2	1.8	1.7	2.9	0.0	2.3	5.4	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	3.4	3.5	0.2	3.3	3.4	11.8	0.0	11.7	16.5	0.0	15.1
LnGrp Delay(d),s/veh	1.9	2.9	2.9	1.2	2.8	2.8	22.6	0.0	22.3	28.7	0.0	25.5
LnGrp LOS	A	A	A	A	A	A	C		C	C		C
Approach Vol, veh/h		1481			1369			706			872	
Approach Delay, s/veh		2.8			2.7			22.4			27.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		48.3		51.7		48.3		51.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		33.0		59.0		33.0		59.0
Max Q Clear Time (g_c+I1), s		25.5		7.5		30.1		7.1
Green Ext Time (p_c), s		5.3		39.8		2.3		40.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	1174	54	83	973	102	74	1233	84	83	1046	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	104	1276	59	90	1058	111	80	1340	91	90	1137	92
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	1578	73	210	1481	155	154	1635	731	122	1532	124
Arrive On Green	0.92	0.92	0.92	0.92	0.92	0.92	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	478	3445	159	408	3234	339	452	3539	1583	372	3317	268
Grp Volume(v), veh/h	104	655	680	90	579	590	80	1340	91	90	606	623
Grp Sat Flow(s),veh/h/ln	478	1770	1835	408	1770	1803	452	1770	1583	372	1770	1815
Q Serve(g_s), s	9.3	11.9	12.0	12.8	7.9	8.0	17.6	32.8	3.3	13.4	28.0	28.1
Cycle Q Clear(g_c), s	17.3	11.9	12.0	24.8	7.9	8.0	45.7	32.8	3.3	46.2	28.0	28.1
Prop In Lane	1.00		0.09	1.00		0.19	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	253	811	840	210	811	826	154	1635	731	122	817	839
V/C Ratio(X)	0.41	0.81	0.81	0.43	0.71	0.71	0.52	0.82	0.12	0.74	0.74	0.74
Avail Cap(c_a), veh/h	268	867	899	223	867	883	154	1635	731	122	817	839
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.7	2.8	2.8	6.8	2.6	2.6	40.8	23.3	15.4	46.3	22.0	22.0
Incr Delay (d2), s/veh	0.7	3.6	3.6	0.9	1.6	1.6	12.0	4.7	0.3	32.6	6.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	8.7	8.9	2.6	6.0	6.1	4.9	23.9	2.7	6.4	21.4	21.8
LnGrp Delay(d),s/veh	5.4	6.4	6.3	7.7	4.2	4.2	52.8	28.0	15.7	78.9	28.0	27.9
LnGrp LOS	A	A	A	A	A	A	D	C	B	E	C	C
Approach Vol, veh/h		1439			1259			1511			1319	
Approach Delay, s/veh		6.3			4.5			28.6			31.5	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.2		49.8		50.2		49.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		49.0		43.0		49.0
Max Q Clear Time (g_c+I1), s		47.7		19.3		48.2		26.8
Green Ext Time (p_c), s		0.0		24.4		0.0		19.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1249	26	91	1219	61	36	467	81	54	359	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	87	1358	28	99	1325	66	39	508	88	59	390	48
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	1949	40	204	1886	94	235	573	99	123	603	74
Arrive On Green	0.73	0.73	0.73	1.00	1.00	1.00	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	387	3546	73	389	3432	171	947	1547	268	818	1627	200
Grp Volume(v), veh/h	87	677	709	99	682	709	39	0	596	59	0	438
Grp Sat Flow(s),veh/h/ln	387	1770	1850	389	1770	1833	947	0	1815	818	0	1827
Q Serve(g_s), s	8.6	21.0	21.0	18.2	0.0	0.0	3.6	0.0	30.8	6.3	0.0	19.8
Cycle Q Clear(g_c), s	8.6	21.0	21.0	39.2	0.0	0.0	23.4	0.0	30.8	37.0	0.0	19.8
Prop In Lane	1.00		0.04	1.00		0.09	1.00		0.15	1.00		0.11
Lane Grp Cap(c), veh/h	285	972	1017	204	972	1007	235	0	673	123	0	677
V/C Ratio(X)	0.31	0.70	0.70	0.49	0.70	0.70	0.17	0.00	0.89	0.48	0.00	0.65
Avail Cap(c_a), veh/h	289	991	1036	208	991	1026	235	0	673	123	0	677
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.65	0.65	0.65	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	8.9	8.9	7.5	0.0	0.0	35.7	0.0	29.5	47.3	0.0	26.1
Incr Delay (d2), s/veh	0.3	1.2	1.1	1.2	1.4	1.4	1.5	0.0	15.9	12.7	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	14.3	14.9	3.5	0.7	0.7	1.9	0.0	25.4	3.7	0.0	16.3
LnGrp Delay(d),s/veh	7.6	10.1	10.0	8.7	1.4	1.4	37.3	0.0	45.4	59.9	0.0	30.8
LnGrp LOS	A	B	B	A	A	A	D		D	E		C
Approach Vol, veh/h		1473			1490			635			497	
Approach Delay, s/veh		9.9			1.9			44.9			34.3	
Approach LOS		A			A			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.0		59.0		41.0		59.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		32.8		23.0		39.0		41.2
Green Ext Time (p_c), s		2.1		28.6		0.0		13.8

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	1162	26	28	1233	42	7	10	8	118	9	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	1263	28	30	1340	46	8	11	9	128	10	124
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1979	44	310	1951	67	106	146	120	190	13	159
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.21	0.21	0.21	0.11	0.11	0.11
Sat Flow, veh/h	389	3540	78	426	3491	120	497	683	559	1774	119	1482
Grp Volume(v), veh/h	100	631	660	30	678	708	28	0	0	128	0	134
Grp Sat Flow(s),veh/h/ln	389	1770	1849	426	1770	1842	1739	0	0	1774	0	1601
Q Serve(g_s), s	23.5	0.0	0.0	3.3	27.4	27.5	1.3	0.0	0.0	6.9	0.0	8.2
Cycle Q Clear(g_c), s	51.0	0.0	0.0	3.3	27.4	27.5	1.3	0.0	0.0	6.9	0.0	8.2
Prop In Lane	1.00		0.04	1.00		0.07	0.29		0.32	1.00		0.93
Lane Grp Cap(c), veh/h	182	989	1033	310	989	1029	372	0	0	190	0	171
V/C Ratio(X)	0.55	0.64	0.64	0.10	0.69	0.69	0.08	0.00	0.00	0.67	0.00	0.78
Avail Cap(c_a), veh/h	183	991	1035	310	991	1031	372	0	0	284	0	256
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.58	0.58	0.58	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	0.0	10.5	15.8	15.8	31.4	0.0	0.0	43.0	0.0	43.5
Incr Delay (d2), s/veh	2.1	0.8	0.8	0.1	1.2	1.1	0.4	0.0	0.0	4.1	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	0.4	0.4	0.7	18.3	19.0	1.2	0.0	0.0	6.5	0.0	7.2
LnGrp Delay(d),s/veh	14.7	0.8	0.8	10.5	16.9	16.9	31.8	0.0	0.0	47.1	0.0	52.2
LnGrp LOS	B	A	A	B	B	B	C			D		D
Approach Vol, veh/h		1391			1416			28			262	
Approach Delay, s/veh		1.8			16.8			31.8			49.7	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.4		59.9		14.7		59.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.3		53.0		10.2		29.5
Green Ext Time (p_c), s		0.0		2.9		0.6		22.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	1133	109	27	1120	30	0	448	96	0	404	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	55	1232	118	29	1217	33	0	487	104	0	439	84
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	170	1603	153	145	1728	47	0	639	136	0	652	125
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.00	0.43	0.43	0.00	0.43	0.43
Sat Flow, veh/h	443	3265	312	402	3520	95	0	1489	318	0	1520	291
Grp Volume(v), veh/h	55	666	684	29	612	638	0	0	591	0	0	523
Grp Sat Flow(s),veh/h/ln	443	1770	1808	402	1770	1846	0	0	1807	0	0	1811
Q Serve(g_s), s	11.0	30.7	31.0	6.4	26.9	26.9	0.0	0.0	27.8	0.0	0.0	23.2
Cycle Q Clear(g_c), s	37.9	30.7	31.0	37.3	26.9	26.9	0.0	0.0	27.8	0.0	0.0	23.2
Prop In Lane	1.00		0.17	1.00		0.05	0.00		0.18	0.00		0.16
Lane Grp Cap(c), veh/h	170	869	888	145	869	906	0	0	775	0	0	777
V/C Ratio(X)	0.32	0.77	0.77	0.20	0.70	0.70	0.00	0.00	0.76	0.00	0.00	0.67
Avail Cap(c_a), veh/h	174	885	904	149	885	923	0	0	775	0	0	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.67	0.67	0.67	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	34.6	20.8	20.8	36.1	19.8	19.8	0.0	0.0	24.2	0.0	0.0	22.9
Incr Delay (d2), s/veh	0.8	2.9	2.9	0.4	1.7	1.6	0.0	0.0	7.0	0.0	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	21.2	21.7	1.3	18.4	19.1	0.0	0.0	21.7	0.0	0.0	18.4
LnGrp Delay(d),s/veh	35.3	23.7	23.8	36.6	21.5	21.4	0.0	0.0	31.2	0.0	0.0	27.5
LnGrp LOS	D	C	C	D	C	C			C			C
Approach Vol, veh/h		1405			1279			591			523	
Approach Delay, s/veh		24.2			21.8			31.2			27.5	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.9		53.1		46.9		53.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		50.0		42.0		50.0
Max Q Clear Time (g_c+I1), s		29.8		39.9		25.2		39.3
Green Ext Time (p_c), s		5.9		9.2		7.1		9.7

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	1054	67	91	1056	33	0	814	70	0	655	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	65	1146	73	99	1148	36	0	885	76	0	712	21
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	214	1901	121	226	1971	62	0	1179	101	0	1255	37
Arrive On Green	0.56	0.56	0.56	0.38	0.38	0.38	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	471	3379	215	456	3503	110	0	3392	283	0	3604	104
Grp Volume(v), veh/h	65	600	619	99	580	604	0	475	486	0	359	374
Grp Sat Flow(s),veh/h/ln	471	1770	1825	456	1770	1843	0	1770	1813	0	1770	1844
Q Serve(g_s), s	11.2	22.4	22.5	19.7	26.2	26.2	0.0	23.6	23.6	0.0	16.3	16.4
Cycle Q Clear(g_c), s	37.4	22.4	22.5	42.1	26.2	26.2	0.0	23.6	23.6	0.0	16.3	16.4
Prop In Lane	1.00		0.12	1.00		0.06	0.00		0.16	0.00		0.06
Lane Grp Cap(c), veh/h	214	995	1027	226	995	1037	0	633	648	0	633	659
V/C Ratio(X)	0.30	0.60	0.60	0.44	0.58	0.58	0.00	0.75	0.75	0.00	0.57	0.57
Avail Cap(c_a), veh/h	222	1026	1058	234	1026	1069	0	633	648	0	633	659
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.44	0.44	0.44	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	14.5	14.5	36.9	21.8	21.8	0.0	28.2	28.2	0.0	25.9	25.9
Incr Delay (d2), s/veh	0.4	0.5	0.4	0.6	0.3	0.3	0.0	8.0	7.8	0.0	3.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	14.7	15.1	4.2	16.7	17.4	0.0	18.8	19.1	0.0	13.4	13.9
LnGrp Delay(d),s/veh	28.7	14.9	14.9	37.5	22.1	22.1	0.0	36.2	36.0	0.0	29.6	29.4
LnGrp LOS	C	B	B	D	C	C		D	D		C	C
Approach Vol, veh/h		1284			1283			961			733	
Approach Delay, s/veh		15.6			23.3			36.1			29.5	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		39.7		60.3		39.7		60.3
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		58.0		34.0		58.0
Max Q Clear Time (g_c+I1), s		25.6		39.4		18.4		44.1
Green Ext Time (p_c), s		6.0		15.7		9.6		12.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	972	63	176	1025	64	62	883	229	73	958	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	1057	68	191	1114	70	67	960	249	79	1041	66
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	1182	529	254	1255	79	190	1336	738	210	1289	82
Arrive On Green	0.05	0.33	0.33	0.09	0.37	0.37	0.04	0.38	0.38	0.04	0.38	0.38
Sat Flow, veh/h	1774	3539	1583	1774	3382	212	1774	3539	1583	1774	3380	214
Grp Volume(v), veh/h	96	1057	68	191	583	601	67	960	249	79	545	562
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1825	1774	1770	1583	1774	1770	1825
Q Serve(g_s), s	3.5	28.4	3.0	6.8	30.9	30.9	2.3	23.2	10.0	2.7	27.5	27.5
Cycle Q Clear(g_c), s	3.5	28.4	3.0	6.8	30.9	30.9	2.3	23.2	10.0	2.7	27.5	27.5
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	192	1182	529	254	657	677	190	1336	738	210	675	696
V/C Ratio(X)	0.50	0.89	0.13	0.75	0.89	0.89	0.35	0.72	0.34	0.38	0.81	0.81
Avail Cap(c_a), veh/h	208	1182	529	292	672	694	197	1336	738	210	675	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	31.6	23.2	23.4	29.5	29.5	22.1	26.6	16.9	21.0	27.7	27.7
Incr Delay (d2), s/veh	1.3	6.1	0.1	6.1	9.4	9.2	1.1	3.3	1.2	1.1	10.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	19.9	2.4	6.2	22.2	22.8	2.1	17.6	8.1	2.5	21.6	22.3
LnGrp Delay(d),s/veh	25.9	37.7	23.2	29.5	38.9	38.8	23.2	29.9	18.2	22.1	37.7	37.4
LnGrp LOS	C	D	C	C	D	D	C	C	B	C	D	D
Approach Vol, veh/h		1221			1375			1276			1186	
Approach Delay, s/veh		36.0			37.5			27.3			36.5	
Approach LOS		D			D			C			D	

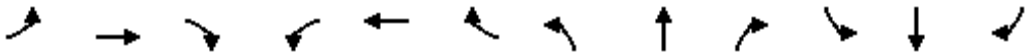
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	41.8	12.8	37.4	7.6	42.1	9.1	41.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	36.0	11.0	33.0	4.0	36.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	4.7	25.2	8.8	30.4	4.3	29.5	5.5	32.9
Green Ext Time (p_c), s	0.0	8.9	0.1	2.4	0.0	5.6	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	902	351	46	1234	70	0	0	0	108	34	15
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	12	980	382	50	1341	76				117	37	16
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	44	1640	763	254	1642	93				534	169	73
Arrive On Green	0.96	0.96	0.96	0.96	0.96	0.96				0.44	0.44	0.44
Sat Flow, veh/h	15	3401	1583	398	3406	193				1220	386	167
Grp Volume(v), veh/h	526	466	382	50	696	721				170	0	0
Grp Sat Flow(s),veh/h/ln	1806	1610	1583	398	1770	1829				1772	0	0
Q Serve(g_s), s	0.0	2.5	1.7	1.4	6.6	6.7				6.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	2.5	1.7	3.9	6.6	6.7				6.0	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.11				0.69		0.09
Lane Grp Cap(c), veh/h	907	776	763	254	853	881				776	0	0
V/C Ratio(X)	0.58	0.60	0.50	0.20	0.82	0.82				0.22	0.00	0.00
Avail Cap(c_a), veh/h	1246	1095	1077	333	1203	1244				776	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.76	0.76	0.76				1.00	0.00	0.00
Uniform Delay (d), s/veh	1.0	1.0	1.0	1.1	1.1	1.1				17.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.3	0.3	2.3	2.3				0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	1.1	0.9	0.3	3.8	3.9				5.5	0.0	0.0
LnGrp Delay(d),s/veh	1.3	1.4	1.2	1.4	3.4	3.4				18.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				B		
Approach Vol, veh/h		1374			1467						170	
Approach Delay, s/veh		1.3			3.3						18.1	
Approach LOS		A			A						B	

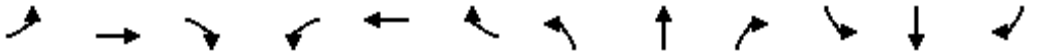
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				52.2		47.8		52.2
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s				4.5		8.0		8.7
Green Ext Time (p_c), s				41.3		0.8		39.5

Intersection Summary	
HCM 2010 Ctrl Delay	3.2
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	976	0	0	758	36	529	103	54	23	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3515		1681	1682			1661	
Flt Permitted	0.18	1.00			1.00		0.73	0.79			0.86	
Satd. Flow (perm)	342	3539			3515		1294	1359			1456	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	1061	0	0	824	39	575	112	59	25	0	60
RTOR Reduction (vph)	0	0	0	0	4	0	0	6	0	0	28	0
Lane Group Flow (vph)	21	1061	0	0	859	0	374	366	0	0	57	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	38.2	38.2			38.2		53.8	53.8			53.8	
Effective Green, g (s)	38.2	38.2			38.2		53.8	53.8			53.8	
Actuated g/C Ratio	0.38	0.38			0.38		0.54	0.54			0.54	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	130	1351			1342		696	731			783	
v/s Ratio Prot		c0.30			0.24							
v/s Ratio Perm	0.06						c0.29	0.27			0.04	
v/c Ratio	0.16	0.79			0.64		0.54	0.50			0.07	
Uniform Delay, d1	20.4	27.3			25.3		15.0	14.6			11.1	
Progression Factor	0.81	0.69			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.5	2.8			1.1		3.0	2.4			0.2	
Delay (s)	17.1	21.8			26.3		18.0	17.0			11.3	
Level of Service	B	C			C		B	B			B	
Approach Delay (s)		21.7			26.3			17.5			11.3	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	148	9	622	3	1	3	28	1314	15	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	161	10	676	3	1	3	30	1428	16			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	116	4	712	105	21	712	42	2144	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	9	1583	0	46	1583	102	5146	1583			
Grp Volume(v), veh/h	171	0	676	4	0	3	548	910	16			
Grp Sat Flow(s),veh/h/ln	9	0	1583	46	0	1583	1858	1695	1583			
Q Serve(g_s), s	0.0	0.0	24.6	0.0	0.0	0.1	14.6	12.8	0.4			
Cycle Q Clear(g_c), s	27.0	0.0	24.6	27.0	0.0	0.1	14.6	12.8	0.4			
Prop In Lane	0.94		1.00	0.75		1.00	0.05		1.00			
Lane Grp Cap(c), veh/h	120	0	712	126	0	712	774	1413	660			
V/C Ratio(X)	1.42	0.00	0.95	0.03	0.00	0.00	0.71	0.64	0.02			
Avail Cap(c_a), veh/h	120	0	712	126	0	712	774	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	29.1	0.0	15.8	14.9	0.0	9.1	14.5	14.0	10.3			
Incr Delay (d2), s/veh	230.8	0.0	22.0	0.1	0.0	0.0	5.4	2.3	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	17.4	0.0	21.2	0.1	0.0	0.1	13.4	10.5	0.3			
LnGrp Delay(d),s/veh	260.0	0.0	37.8	15.0	0.0	9.1	19.9	16.2	10.4			
LnGrp LOS	F		D	B		A	B	B	B			
Approach Vol, veh/h		847			7			1474				
Approach Delay, s/veh		82.7			12.5			17.5				
Approach LOS		F			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		16.6		29.0				29.0
Green Ext Time (p_c), s		5.6		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

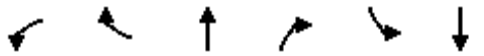
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	0	0	0	11	2794	182	105	2686	6
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	2	2				12	3037	198	114	2920	7
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	0	15	12				43	5382	348	123	4657	1450
Arrive On Green	0.00	0.00	0.00				0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	0	3632	2787				7	5877	380	62	5085	1583
Grp Volume(v), veh/h	0	2	2				908	1491	848	114	2920	7
Grp Sat Flow(s),veh/h/ln	0	1770	1393				1721	1458	1628	62	1695	1583
Q Serve(g_s), s	0.0	0.1	0.1				0.0	8.8	9.1	82.4	11.4	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1				8.0	8.8	9.1	91.6	11.4	0.0
Prop In Lane	0.00		1.00				0.01		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	0	15	12				1612	2670	1491	123	4657	1450
V/C Ratio(X)	0.00	0.13	0.17				0.56	0.56	0.57	0.92	0.63	0.00
Avail Cap(c_a), veh/h	0	1663	1310				1612	2670	1491	123	4657	1450
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	49.6				0.7	0.7	0.7	31.5	0.8	0.4
Incr Delay (d2), s/veh	0.0	4.0	6.7				1.4	0.8	1.6	62.9	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.1				7.9	6.5	7.9	9.1	8.9	0.0
LnGrp Delay(d),s/veh	0.0	53.6	56.3				2.1	1.6	2.3	94.3	1.5	0.4
LnGrp LOS		D	E				A	A	A	F	A	A
Approach Vol, veh/h		4						3247			3041	
Approach Delay, s/veh		55.0						1.9			5.0	
Approach LOS		D						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		4.4		95.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		11.1		2.1		93.6		
Green Ext Time (p_c), s		4.9		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	3.4
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	673	0	0	1380	68	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1863			3539	1764	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1863			3539	1764	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	732	0	0	1500	74	5
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	732	0	0	1500	77	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	62.0			62.0	30.0	
Effective Green, g (s)	62.0			62.0	30.0	
Actuated g/C Ratio	0.62			0.62	0.30	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1155			2194	529	
v/s Ratio Prot	0.39			c0.42	c0.04	
v/s Ratio Perm						
v/c Ratio	0.63			0.68	0.15	
Uniform Delay, d1	11.9			12.5	25.6	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.1			0.9	0.6	
Delay (s)	13.0			13.4	26.2	
Level of Service	B			B	C	
Approach Delay (s)	13.0			13.4	26.2	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	361	32	1105	0	0	890
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.99		1.00			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	3413		3539			3539
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	3413		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	392	35	1201	0	0	967
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	419	0	1201	0	0	967
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	17.6		74.4			74.4
Effective Green, g (s)	17.6		74.4			74.4
Actuated g/C Ratio	0.18		0.74			0.74
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	600		2633			2633
v/s Ratio Prot	c0.12		c0.34			0.27
v/s Ratio Perm						
v/c Ratio	0.70		0.46			0.37
Uniform Delay, d1	38.7		5.0			4.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	3.5		0.6			0.4
Delay (s)	42.2		5.5			4.9
Level of Service	D		A			A
Approach Delay (s)	42.2		5.5			4.9
Approach LOS	D		A			A

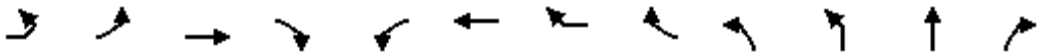
Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	483	61	0	976	131	283	0	136	1569
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.94	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1703	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1703	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	525	66	0	1061	142	308	0	148	1705
RTOR Reduction (vph)	0	0	0	0	25	180	0	0	0
Lane Group Flow (vph)	525	66	0	1061	206	39	0	148	1705
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	302	267		281	1583
v/s Ratio Prot	0.15	0.04		0.30	0.12				
v/s Ratio Perm						0.03		0.09	c1.08
v/c Ratio	0.20	0.23		0.41	0.68	0.15		0.53	1.08
Uniform Delay, d1	3.8	31.7		4.6	34.6	31.2		33.6	45.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	2.0		0.5	11.9	1.1		6.9	46.5
Delay (s)	3.9	33.7		5.0	46.5	32.4		40.5	91.5
Level of Service	A	C		A	D	C		D	F
Approach Delay (s)	7.3			5.0	39.6		87.4		
Approach LOS	A			A	D		F		

Intersection Summary			
HCM 2000 Control Delay	47.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	107.6%	ICU Level of Service	G
Analysis Period (min)	15		

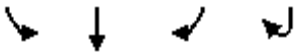
! Phase conflict between lane groups.

c Critical Lane Group



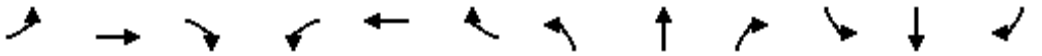
Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	243	13	480	126	145	940	702	18	24	248	25	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.93				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3309				1681	1699	1583
Flt Permitted		0.49	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		920	3539	1583	1770	3309				1011	1699	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	264	14	522	137	158	1022	763	20	26	270	27	41
RTOR Reduction (vph)	0	0	0	75	0	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	278	522	62	158	1805	0	0	0	158	165	8
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.1	47.5	47.5	14.2	54.6				7.0	7.0	21.2
Effective Green, g (s)		8.1	47.5	47.5	14.2	54.6				7.0	7.0	21.2
Actuated g/C Ratio		0.08	0.45	0.45	0.14	0.52				0.07	0.07	0.20
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1600	716	239	1720				67	113	319
v/s Ratio Prot			0.15		0.09	c0.55					0.10	0.00
v/s Ratio Perm		c0.30		0.04						c0.16		0.00
v/c Ratio		3.97	0.33	0.09	0.66	1.05				2.36	1.46	0.03
Uniform Delay, d1		48.5	18.5	16.4	43.1	25.2				49.0	49.0	33.6
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		1370.7	0.5	0.2	6.7	35.9				654.7	249.1	0.0
Delay (s)		1419.1	19.0	16.6	49.8	61.1				703.7	298.1	33.6
Level of Service		F	B	B	D	E				F	F	C
Approach Delay (s)			434.1			60.2					444.4	
Approach LOS			F			E					F	

Intersection Summary			
HCM 2000 Control Delay	196.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



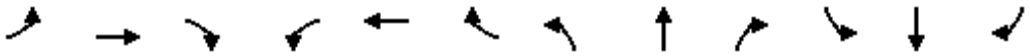
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	76	125	16	54
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3349		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3349		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	83	136	17	59
RTOR Reduction (vph)	0	39	0	0
Lane Group Flow (vph)	83	173	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	10.3	10.3		
Effective Green, g (s)	10.3	10.3		
Actuated g/C Ratio	0.10	0.10		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	173	328		
v/s Ratio Prot	0.05	c0.05		
v/s Ratio Perm				
v/c Ratio	0.48	0.53		
Uniform Delay, d1	44.8	45.0		
Progression Factor	1.00	1.00		
Incremental Delay, d2	2.1	1.5		
Delay (s)	46.9	46.6		
Level of Service	D	D		
Approach Delay (s)		46.7		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	613	255	77	1562	0	0	0	0	550	4	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.90	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1570	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.98	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1570	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	666	277	84	1698	0	0	0	0	598	4	275
RTOR Reduction (vph)	0	0	138	0	0	0	0	0	0	0	22	0
Lane Group Flow (vph)	0	666	139	84	1698	0	0	0	0	454	401	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		45.6	45.6	8.4	58.0					23.0	23.0	
Effective Green, g (s)		45.6	45.6	8.4	58.0					23.0	23.0	
Actuated g/C Ratio		0.50	0.50	0.09	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1775	794	163	2258					425	397	
v/s Ratio Prot		0.19		0.05	c0.48							
v/s Ratio Perm			0.09							c0.27	0.26	
v/c Ratio		0.38	0.18	0.52	0.75					1.07	1.01	
Uniform Delay, d1		13.9	12.4	39.3	11.4					34.0	34.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.6	0.5	2.7	1.5					63.0	47.5	
Delay (s)		14.5	12.9	42.0	12.9					97.0	81.4	
Level of Service		B	B	D	B					F	F	
Approach Delay (s)		14.0			14.3			0.0			89.5	
Approach LOS		B			B			A			F	

Intersection Summary			
HCM 2000 Control Delay	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	111.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	1040	0	0	1186	847	480	0	161	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.13	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	239	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	155	1130	0	0	1289	921	522	0	175	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	423	0	0	139	0	0	0
Lane Group Flow (vph)	155	1130	0	0	1289	498	522	0	36	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	48.7	48.7			48.7	48.7	18.4		18.4			
Effective Green, g (s)	48.7	48.7			48.7	48.7	18.4		18.4			
Actuated g/C Ratio	0.54	0.54			0.54	0.54	0.20		0.20			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	129	1914			1914	856	701		323			
v/s Ratio Prot		0.32			0.36		c0.15					
v/s Ratio Perm	c0.65					0.31			0.02			
v/c Ratio	1.20	0.59			0.67	0.58	0.74		0.11			
Uniform Delay, d1	20.6	13.9			14.9	13.8	33.6		29.1			
Progression Factor	1.00	1.00			0.56	2.60	1.00		1.00			
Incremental Delay, d2	143.3	1.3			1.9	2.8	4.3		0.2			
Delay (s)	164.0	15.3			10.2	38.8	37.9		29.3			
Level of Service	F	B			B	D	D		C			
Approach Delay (s)		33.2			22.1			35.7			0.0	
Approach LOS		C			C			D			A	

Intersection Summary			
HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	174	1198	65	236	1423	67	75	1244	166	148	1482	302
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	189	1302	71	257	1547	73	82	1352	180	161	1611	328
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1092	59	196	1205	57	112	2492	887	175	2079	420
Arrive On Green	0.04	0.32	0.32	0.09	0.47	0.47	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1774	3414	186	1774	3442	162	228	5085	1583	338	4244	858
Grp Volume(v), veh/h	189	674	699	257	793	827	82	1352	180	161	1285	654
Grp Sat Flow(s),veh/h/ln	1774	1770	1830	1774	1770	1834	228	1695	1583	338	1695	1711
Q Serve(g_s), s	4.0	32.0	32.0	7.0	35.0	35.0	17.4	18.5	5.6	30.5	31.1	31.6
Cycle Q Clear(g_c), s	4.0	32.0	32.0	7.0	35.0	35.0	49.0	18.5	5.6	49.0	31.1	31.6
Prop In Lane	1.00		0.10	1.00		0.09	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	143	566	586	196	619	642	112	2492	887	175	1661	839
V/C Ratio(X)	1.32	1.19	1.19	1.31	1.28	1.29	0.73	0.54	0.20	0.92	0.77	0.78
Avail Cap(c_a), veh/h	143	566	586	196	619	642	112	2492	887	175	1661	839
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	34.0	34.0	26.6	26.7	26.7	45.8	17.7	10.9	40.2	20.9	21.1
Incr Delay (d2), s/veh	158.1	90.8	92.2	160.1	133.6	137.1	34.5	0.9	0.5	49.5	3.6	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	53.7	56.0	19.3	71.9	75.7	6.0	13.7	4.6	11.1	21.7	23.0
LnGrp Delay(d),s/veh	191.2	124.8	126.2	186.6	160.3	163.8	80.3	18.6	11.4	89.7	24.5	28.2
LnGrp LOS	F	F	F	F	F	F	F	B	B	F	C	C
Approach Vol, veh/h		1562			1877			1614			2100	
Approach Delay, s/veh		133.4			165.5			20.9			30.6	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		53.0	11.0	36.0		53.0	8.0	39.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		49.0	7.0	32.0		49.0	4.0	35.0
Max Q Clear Time (g_c+I1), s		51.0	9.0	34.0		51.0	6.0	37.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	86.3
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	1440	34	133	1661	50	28	57	23	56	83	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	36	1565	37	145	1805	54	30	62	25	61	90	76
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	2516	59	279	2499	74	107	206	73	117	155	114
Arrive On Green	0.95	0.95	0.95	1.00	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	246	3534	83	316	3509	105	298	992	351	343	746	548
Grp Volume(v), veh/h	36	782	820	145	906	953	117	0	0	227	0	0
Grp Sat Flow(s),veh/h/ln	246	1770	1848	316	1770	1844	1641	0	0	1637	0	0
Q Serve(g_s), s	1.0	5.7	5.7	10.4	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Cycle Q Clear(g_c), s	1.0	5.7	5.7	16.2	0.0	0.0	5.5	0.0	0.0	12.5	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.06	0.26		0.21	0.27		0.33
Lane Grp Cap(c), veh/h	247	1260	1316	279	1260	1313	387	0	0	386	0	0
V/C Ratio(X)	0.15	0.62	0.62	0.52	0.72	0.73	0.30	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	257	1327	1386	291	1327	1383	387	0	0	386	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.28	0.28	0.28	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.8	0.9	0.9	0.7	0.0	0.0	33.5	0.0	0.0	36.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.4	0.5	0.5	2.0	0.0	0.0	6.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.1	3.3	1.5	0.3	0.3	5.3	0.0	0.0	10.6	0.0	0.0
LnGrp Delay(d),s/veh	0.8	1.0	1.0	1.1	0.5	0.5	35.6	0.0	0.0	42.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1638			2004			117			227	
Approach Delay, s/veh		1.0			0.5			35.6			42.6	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.8		75.2		24.8		75.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		17.0		75.0		17.0		75.0
Max Q Clear Time (g_c+I1), s		7.5		7.7		14.5		18.2
Green Ext Time (p_c), s		1.4		62.0		0.5		53.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	1153	18	23	2008	21	25	103	26	47	141	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	35	1253	20	25	2183	23	27	112	28	51	153	99
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	2218	35	341	2232	23	96	370	85	101	275	162
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	175	3565	57	433	3588	38	182	1242	287	199	924	545
Grp Volume(v), veh/h	35	622	651	25	1075	1131	167	0	0	303	0	0
Grp Sat Flow(s),veh/h/ln	175	1770	1853	433	1770	1856	1711	0	0	1668	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	15.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	0.16		0.17	0.17		0.33
Lane Grp Cap(c), veh/h	181	1101	1153	341	1101	1155	551	0	0	539	0	0
V/C Ratio(X)	0.19	0.56	0.56	0.07	0.98	0.98	0.30	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	191	1203	1260	367	1203	1262	551	0	0	539	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.16	0.16	0.16	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	27.2	0.0	0.0	29.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.4	0.4	0.0	5.8	6.0	1.4	0.0	0.0	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.2	0.0	2.6	2.9	6.8	0.0	0.0	12.4	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.4	0.4	0.0	5.8	6.0	28.6	0.0	0.0	34.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		1308			2231			167			303	
Approach Delay, s/veh		0.4			5.8			28.6			34.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.8		66.2		33.8		66.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s		9.1		2.0		17.2		2.0
Green Ext Time (p_c), s		2.6		60.2		1.6		60.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	86	1112	47	66	1766	30	26	442	17	26	799	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	93	1209	51	72	1920	33	28	480	18	28	868	272
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	1941	82	318	1997	34	43	843	39	54	912	282
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	225	3461	146	439	3561	61	8	2350	107	46	2539	785
Grp Volume(v), veh/h	93	618	642	72	951	1002	245	0	281	629	0	539
Grp Sat Flow(s),veh/h/ln	225	1770	1837	439	1770	1852	789	0	1676	1813	0	1557
Q Serve(g_s), s	9.6	0.0	0.0	0.0	0.0	0.0	1.9	0.0	12.9	18.8	0.0	34.0
Cycle Q Clear(g_c), s	13.0	0.0	0.0	0.0	0.0	0.0	35.9	0.0	12.9	33.9	0.0	34.0
Prop In Lane	1.00		0.08	1.00		0.03	0.11		0.06	0.04		0.50
Lane Grp Cap(c), veh/h	190	993	1031	318	993	1039	323	0	602	689	0	559
V/C Ratio(X)	0.49	0.62	0.62	0.23	0.96	0.96	0.76	0.00	0.47	0.91	0.00	0.97
Avail Cap(c_a), veh/h	192	1009	1047	322	1009	1056	323	0	602	689	0	559
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	26.0	0.0	24.7	31.2	0.0	31.4
Incr Delay (d2), s/veh	1.6	1.0	0.9	0.0	3.0	3.2	15.3	0.0	2.6	18.6	0.0	30.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.5	0.5	0.0	1.3	1.4	10.5	0.0	10.5	27.9	0.0	26.4
LnGrp Delay(d),s/veh	2.0	1.0	0.9	0.0	3.0	3.2	41.3	0.0	27.3	49.8	0.0	61.8
LnGrp LOS	A	A	A	A	A	A	D		C	D		E
Approach Vol, veh/h		1353			2025			526			1168	
Approach Delay, s/veh		1.0			3.0			33.8			55.4	
Approach LOS		A			A			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.0		59.0		41.0		59.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		35.0		57.0		35.0		57.0
Max Q Clear Time (g_c+I1), s		37.9		15.0		36.0		2.0
Green Ext Time (p_c), s		0.0		38.9		0.0		49.9

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	1085	71	146	1713	59	89	1099	100	55	1281	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	82	1179	77	159	1862	64	97	1195	109	60	1392	167
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1788	117	305	1851	63	72	1380	617	105	1243	148
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	231	3373	220	440	3492	119	329	3539	1583	420	3186	379
Grp Volume(v), veh/h	82	618	638	159	939	987	97	1195	109	60	769	790
Grp Sat Flow(s),veh/h/ln	231	1770	1824	440	1770	1842	329	1770	1583	420	1770	1796
Q Serve(g_s), s	0.0	0.0	0.0	0.0	53.0	53.0	0.0	31.1	4.5	7.9	39.0	39.0
Cycle Q Clear(g_c), s	53.0	0.0	0.0	0.0	53.0	53.0	39.0	31.1	4.5	39.0	39.0	39.0
Prop In Lane	1.00		0.12	1.00		0.06	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	72	938	967	305	938	976	72	1380	617	105	690	700
V/C Ratio(X)	1.14	0.66	0.66	0.52	1.00	1.01	1.35	0.87	0.18	0.57	1.11	1.13
Avail Cap(c_a), veh/h	72	938	967	305	938	976	72	1380	617	105	690	700
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.30	0.30	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	0.0	0.0	0.0	50.0	28.1	20.0	47.8	30.5	30.5
Incr Delay (d2), s/veh	133.5	1.3	1.2	0.5	16.3	18.7	223.9	7.5	0.6	20.5	69.9	75.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	0.6	0.6	0.1	7.6	9.1	11.6	23.2	3.7	4.0	58.3	61.0
LnGrp Delay(d),s/veh	160.0	1.3	1.2	0.5	16.3	18.7	273.9	35.6	20.6	68.3	100.4	105.7
LnGrp LOS	F	A	A	A	F	F	F	D	C	E	F	F
Approach Vol, veh/h		1338			2085			1401			1619	
Approach Delay, s/veh		11.0			16.2			50.9			101.8	
Approach LOS		B			B			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.0		57.0		43.0		57.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		53.0		39.0		53.0
Max Q Clear Time (g_c+I1), s		41.0		55.0		41.0		55.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	1147	34	205	1832	39	29	268	58	81	502	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	74	1247	37	223	1991	42	32	291	63	88	546	53
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	2211	66	342	2233	47	72	431	93	192	485	47
Arrive On Green	1.00	1.00	1.00	0.84	0.84	0.84	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	208	3510	104	429	3545	75	816	1485	321	1023	1672	162
Grp Volume(v), veh/h	74	628	656	223	990	1043	32	0	354	88	0	599
Grp Sat Flow(s),veh/h/ln	208	1770	1844	429	1770	1850	816	0	1806	1023	0	1834
Q Serve(g_s), s	26.5	0.0	0.0	27.4	35.5	36.5	0.0	0.0	17.3	8.3	0.0	29.0
Cycle Q Clear(g_c), s	63.0	0.0	0.0	27.4	35.5	36.5	29.0	0.0	17.3	25.6	0.0	29.0
Prop In Lane	1.00		0.06	1.00		0.04	1.00		0.18	1.00		0.09
Lane Grp Cap(c), veh/h	127	1115	1162	342	1115	1165	72	0	524	192	0	532
V/C Ratio(X)	0.58	0.56	0.56	0.65	0.89	0.89	0.44	0.00	0.68	0.46	0.00	1.13
Avail Cap(c_a), veh/h	127	1115	1162	342	1115	1165	72	0	524	192	0	532
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	5.2	5.9	6.0	50.0	0.0	31.3	42.7	0.0	35.5
Incr Delay (d2), s/veh	4.8	0.5	0.5	0.4	0.9	1.0	18.6	0.0	6.8	7.7	0.0	78.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.3	0.3	4.0	18.5	19.8	2.3	0.0	14.7	5.0	0.0	47.2
LnGrp Delay(d),s/veh	26.5	0.5	0.5	5.6	6.8	6.9	68.6	0.0	38.2	50.4	0.0	114.1
LnGrp LOS	C	A	A	A	A	A	E		D	D		F
Approach Vol, veh/h		1358			2256			386			687	
Approach Delay, s/veh		1.9			6.7			40.7			105.9	
Approach LOS		A			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		67.0		33.0		67.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		29.0		63.0		29.0		63.0
Max Q Clear Time (g_c+I1), s		31.0		65.0		31.0		38.5
Green Ext Time (p_c), s		0.0		0.0		0.0		23.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	86	1228	3	8	1848	78	9	5	3	165	17	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	93	1335	3	9	2009	85	10	5	3	179	18	173
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2029	5	300	1938	81	176	88	53	249	21	204
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	196	3623	8	407	3461	145	979	489	294	1774	151	1455
Grp Volume(v), veh/h	93	652	686	9	1020	1074	18	0	0	179	0	191
Grp Sat Flow(s),veh/h/ln	196	1770	1861	407	1770	1837	1762	0	0	1774	0	1606
Q Serve(g_s), s	0.0	0.0	0.0	1.0	56.0	56.0	0.8	0.0	0.0	9.6	0.0	11.6
Cycle Q Clear(g_c), s	56.0	0.0	0.0	1.0	56.0	56.0	0.8	0.0	0.0	9.6	0.0	11.6
Prop In Lane	1.00		0.00	1.00		0.08	0.56		0.17	1.00		0.91
Lane Grp Cap(c), veh/h	72	991	1042	300	991	1029	317	0	0	249	0	225
V/C Ratio(X)	1.29	0.66	0.66	0.03	1.03	1.04	0.06	0.00	0.00	0.72	0.00	0.85
Avail Cap(c_a), veh/h	72	991	1042	300	991	1029	317	0	0	284	0	257
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.11	0.11	0.11	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	9.9	22.0	22.0	34.0	0.0	0.0	41.1	0.0	41.9
Incr Delay (d2), s/veh	191.4	1.3	1.2	0.0	18.2	23.5	0.3	0.0	0.0	7.4	0.0	20.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.4	0.6	0.6	0.2	56.6	61.3	0.8	0.0	0.0	9.0	0.0	10.6
LnGrp Delay(d),s/veh	219.4	1.3	1.2	9.9	40.2	45.5	34.3	0.0	0.0	48.5	0.0	62.4
LnGrp LOS	F	A	A	A	F	F	C			D		E
Approach Vol, veh/h		1431			2103			18			370	
Approach Delay, s/veh		15.4			42.8			34.3			55.7	
Approach LOS		B			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.0		60.0		18.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		2.8		58.0		13.6		58.0
Green Ext Time (p_c), s		0.0		0.0		0.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	1149	149	78	1776	30	0	307	109	0	480	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	45	1249	162	85	1930	33	0	334	118	0	522	118
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	80	1766	228	174	1994	34	0	474	167	0	530	120
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	222	3153	407	380	3561	61	0	1316	465	0	1471	333
Grp Volume(v), veh/h	45	699	712	85	956	1007	0	0	452	0	0	640
Grp Sat Flow(s),veh/h/ln	222	1770	1791	380	1770	1852	0	0	1781	0	0	1804
Q Serve(g_s), s	3.6	28.7	29.1	21.1	51.7	52.4	0.0	0.0	21.8	0.0	0.0	35.2
Cycle Q Clear(g_c), s	56.0	28.7	29.1	50.2	51.7	52.4	0.0	0.0	21.8	0.0	0.0	35.2
Prop In Lane	1.00		0.23	1.00		0.03	0.00		0.26	0.00		0.18
Lane Grp Cap(c), veh/h	80	991	1003	174	991	1037	0	0	641	0	0	649
V/C Ratio(X)	0.56	0.70	0.71	0.49	0.97	0.97	0.00	0.00	0.71	0.00	0.00	0.99
Avail Cap(c_a), veh/h	80	991	1003	174	991	1037	0	0	641	0	0	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.47	0.47	0.47	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.7	16.0	16.1	34.4	21.1	21.2	0.0	0.0	27.4	0.0	0.0	31.7
Incr Delay (d2), s/veh	6.2	1.6	1.7	1.0	12.4	13.0	0.0	0.0	6.4	0.0	0.0	31.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	19.6	20.0	3.9	34.4	36.5	0.0	0.0	17.4	0.0	0.0	31.1
LnGrp Delay(d),s/veh	55.8	17.6	17.7	35.4	33.5	34.2	0.0	0.0	33.9	0.0	0.0	63.7
LnGrp LOS	E	B	B	D	C	C			C			E
Approach Vol, veh/h		1456			2048			452			640	
Approach Delay, s/veh		18.9			33.9			33.9			63.7	
Approach LOS		B			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		23.8		58.0		37.2		54.4
Green Ext Time (p_c), s		5.8		0.0		0.0		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	42	1101	70	79	1453	13	0	833	69	0	869	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	46	1197	76	86	1579	14	0	905	75	0	945	114
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	164	1890	120	209	2010	18	0	1194	99	0	1148	138
Arrive On Green	0.56	0.56	0.56	0.74	0.74	0.74	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	319	3380	214	433	3595	32	0	3403	274	0	3274	384
Grp Volume(v), veh/h	46	626	647	86	777	816	0	484	496	0	526	533
Grp Sat Flow(s),veh/h/ln	319	1770	1825	433	1770	1857	0	1770	1814	0	1770	1795
Q Serve(g_s), s	12.0	24.1	24.2	15.6	27.0	27.1	0.0	24.1	24.1	0.0	27.0	27.0
Cycle Q Clear(g_c), s	39.1	24.1	24.2	39.8	27.0	27.1	0.0	24.1	24.1	0.0	27.0	27.0
Prop In Lane	1.00		0.12	1.00		0.02	0.00		0.15	0.00		0.21
Lane Grp Cap(c), veh/h	164	990	1020	209	990	1039	0	638	655	0	638	648
V/C Ratio(X)	0.28	0.63	0.63	0.41	0.78	0.79	0.00	0.76	0.76	0.00	0.82	0.82
Avail Cap(c_a), veh/h	167	1009	1040	214	1009	1059	0	638	655	0	638	648
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	15.0	15.1	20.3	9.1	9.1	0.0	28.1	28.1	0.0	29.1	29.1
Incr Delay (d2), s/veh	0.6	0.8	0.8	0.1	0.4	0.4	0.0	8.2	8.0	0.0	11.5	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	16.3	16.8	2.5	14.5	15.2	0.0	19.1	19.5	0.0	21.6	21.8
LnGrp Delay(d),s/veh	30.2	15.8	15.8	20.4	9.5	9.5	0.0	36.3	36.1	0.0	40.5	40.4
LnGrp LOS	C	B	B	C	A	A		D	D		D	D
Approach Vol, veh/h		1319			1679			980			1059	
Approach Delay, s/veh		16.3			10.0			36.2			40.5	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.1		59.9		40.1		59.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		35.0		57.0		35.0		57.0
Max Q Clear Time (g_c+I1), s		26.1		41.1		29.0		41.8
Green Ext Time (p_c), s		7.1		14.7		5.0		14.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	111	1082	70	99	1429	38	98	880	130	110	1031	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	121	1176	76	108	1553	41	107	957	141	120	1121	145
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1405	629	209	1444	38	143	1203	622	209	1104	142
Arrive On Green	0.04	0.40	0.40	0.05	0.41	0.41	0.04	0.34	0.34	0.05	0.35	0.35
Sat Flow, veh/h	1774	3539	1583	1774	3523	93	1774	3539	1583	1774	3153	407
Grp Volume(v), veh/h	121	1176	76	108	779	815	107	957	141	120	628	638
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1846	1774	1770	1583	1774	1770	1791
Q Serve(g_s), s	4.0	30.0	3.0	3.6	41.0	41.0	4.0	24.5	5.9	4.4	35.0	35.0
Cycle Q Clear(g_c), s	4.0	30.0	3.0	3.6	41.0	41.0	4.0	24.5	5.9	4.4	35.0	35.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	143	1405	629	209	726	757	143	1203	622	209	619	627
V/C Ratio(X)	0.85	0.84	0.12	0.52	1.07	1.08	0.75	0.80	0.23	0.57	1.01	1.02
Avail Cap(c_a), veh/h	143	1405	629	221	726	757	143	1203	622	209	619	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	27.2	19.1	22.1	29.5	29.5	26.2	29.9	20.2	23.9	32.5	32.5
Incr Delay (d2), s/veh	26.8	3.3	0.1	1.3	48.6	49.5	19.4	5.5	0.8	3.7	39.7	40.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	20.5	2.4	3.3	53.6	56.2	4.8	18.8	4.9	4.2	43.0	43.7
LnGrp Delay(d),s/veh	52.3	30.5	19.2	23.3	78.1	79.0	45.6	35.3	21.1	27.6	72.2	73.0
LnGrp LOS	D	C	B	C	F	F	D	D	C	C	F	F
Approach Vol, veh/h		1373			1702			1205			1386	
Approach Delay, s/veh		31.8			75.1			34.6			68.7	
Approach LOS		C			E			C			E	

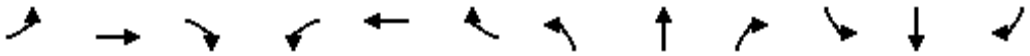
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	38.0	9.3	43.7	8.0	39.0	8.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	34.0	6.0	39.0	4.0	35.0	4.0	41.0
Max Q Clear Time (g_c+I1), s	6.4	26.5	5.6	32.0	6.0	37.0	6.0	43.0
Green Ext Time (p_c), s	0.0	6.6	0.0	6.6	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	861	602	63	1558	45	0	0	0	99	25	11
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	7	936	654	68	1693	49				108	27	12
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	40	2006	926	259	2055	59				436	109	48
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.34	0.34	0.34
Sat Flow, veh/h	7	3429	1583	320	3513	101				1302	325	145
Grp Volume(v), veh/h	503	440	654	68	850	892				147	0	0
Grp Sat Flow(s),veh/h/ln	1825	1610	1583	320	1770	1845				1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				6.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				6.0	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.05				0.73		0.08
Lane Grp Cap(c), veh/h	1104	942	926	259	1035	1079				594	0	0
V/C Ratio(X)	0.46	0.47	0.71	0.26	0.82	0.83				0.25	0.00	0.00
Avail Cap(c_a), veh/h	1354	1176	1156	305	1292	1347				594	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.55	0.55	0.55				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				24.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.8	0.3	2.0	2.0				1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.1	0.4	0.0	1.0	1.1				5.6	0.0	0.0
LnGrp Delay(d),s/veh	0.2	0.2	0.8	0.3	2.0	2.0				25.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				C		
Approach Vol, veh/h		1597			1810						147	
Approach Delay, s/veh		0.4			1.9						25.1	
Approach LOS		A			A						C	

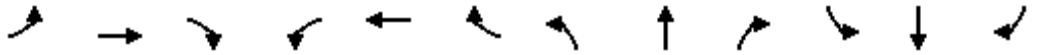
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				62.5		37.5		62.5
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				73.0		19.0		73.0
Max Q Clear Time (g_c+I1), s				2.0		8.0		2.0
Green Ext Time (p_c), s				56.5		0.5		56.5

Intersection Summary	
HCM 2010 Ctrl Delay	2.2
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	928	0	0	975	39	731	35	50	21	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.96			0.99	
Satd. Flow (prot)	1770	3539			3519		1681	1671			1654	
Flt Permitted	0.10	1.00			1.00		0.73	0.72			0.87	
Satd. Flow (perm)	196	3539			3519		1285	1258			1457	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	1009	0	0	1060	42	795	38	54	23	0	68
RTOR Reduction (vph)	0	0	0	0	3	0	0	5	0	0	15	0
Lane Group Flow (vph)	11	1009	0	0	1099	0	445	437	0	0	76	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	38.1	38.1			38.1		53.9	53.9			53.9	
Effective Green, g (s)	38.1	38.1			38.1		53.9	53.9			53.9	
Actuated g/C Ratio	0.38	0.38			0.38		0.54	0.54			0.54	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	74	1348			1340		692	678			785	
v/s Ratio Prot		0.29			c0.31							
v/s Ratio Perm	0.06						0.35	c0.35			0.05	
v/c Ratio	0.15	0.75			0.82		0.64	0.65			0.10	
Uniform Delay, d1	20.3	26.8			27.9		16.3	16.3			11.2	
Progression Factor	0.92	0.76			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.9	2.2			4.1		4.6	4.7			0.2	
Delay (s)	19.5	22.6			32.0		20.8	21.0			11.5	
Level of Service	B	C			C		C	C			B	
Approach Delay (s)		22.5			32.0			20.9			11.5	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	292	4	239	11	3	6	71	2529	5	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	317	4	260	12	3	7	77	2749	5			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	119	0	712	108	16	712	56	2130	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	0	1583	0	34	1583	134	5112	1583			
Grp Volume(v), veh/h	321	0	260	15	0	7	1064	1762	5			
Grp Sat Flow(s),veh/h/ln	0	0	1583	34	0	1583	1856	1695	1583			
Q Serve(g_s), s	0.0	0.0	6.5	0.0	0.0	0.1	25.0	25.0	0.1			
Cycle Q Clear(g_c), s	27.0	0.0	6.5	27.0	0.0	0.1	25.0	25.0	0.1			
Prop In Lane	0.99		1.00	0.80		1.00	0.07		1.00			
Lane Grp Cap(c), veh/h	119	0	712	124	0	712	773	1413	660			
V/C Ratio(X)	2.69	0.00	0.36	0.12	0.00	0.01	1.38	1.25	0.01			
Avail Cap(c_a), veh/h	119	0	712	124	0	712	773	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	10.9	15.0	0.0	9.1	17.5	17.5	10.2			
Incr Delay (d2), s/veh	784.6	0.0	0.3	0.4	0.0	0.0	177.1	117.5	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	50.3	0.0	5.2	0.3	0.0	0.1	91.3	62.3	0.1			
LnGrp Delay(d),s/veh	814.6	0.0	11.2	15.4	0.0	9.1	194.6	135.0	10.3			
LnGrp LOS	F		B	B		A	F	F	B			
Approach Vol, veh/h		581			22			2831				
Approach Delay, s/veh		455.1			13.4			157.2				
Approach LOS		F			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		27.0		29.0				29.0
Green Ext Time (p_c), s		0.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	206.6
HCM 2010 LOS	F

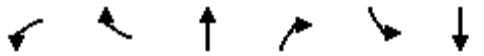
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	9	9	0	0	0	16	3035	127	163	3154	15
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	15	10	10				17	3299	138	177	3428	16
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	44	44	69				44	5245	222	111	4552	1417
Arrive On Green	0.02	0.02	0.02				0.90	0.90	0.90	0.90	0.90	0.90
Sat Flow, veh/h	1774	1770	2787				9	5859	247	51	5085	1583
Grp Volume(v), veh/h	15	10	10				933	1601	921	177	3428	16
Grp Sat Flow(s),veh/h/ln	1774	1770	1393				1549	1458	1651	51	1695	1583
Q Serve(g_s), s	0.8	0.6	0.4				0.0	12.8	13.2	76.3	21.7	0.1
Cycle Q Clear(g_c), s	0.8	0.6	0.4				10.5	12.8	13.2	89.5	21.7	0.1
Prop In Lane	1.00		1.00				0.02		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	44	44	69				1423	2610	1478	111	4552	1417
V/C Ratio(X)	0.34	0.23	0.14				0.66	0.61	0.62	1.60	0.75	0.01
Avail Cap(c_a), veh/h	834	832	1310				1423	2610	1478	111	4552	1417
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	47.8	47.7				1.1	1.2	1.2	36.7	1.7	0.6
Incr Delay (d2), s/veh	4.5	2.6	0.9				2.4	1.1	2.0	308.5	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.5	0.3				10.2	9.1	10.6	22.5	15.2	0.1
LnGrp Delay(d),s/veh	52.4	50.4	48.7				3.5	2.3	3.2	345.2	2.9	0.6
LnGrp LOS	D	D	D				A	A	A	F	A	A
Approach Vol, veh/h		35						3454			3621	
Approach Delay, s/veh		50.8						2.9			19.6	
Approach LOS		D						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		93.5		6.5		93.5		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		15.2		2.8		91.5		
Green Ext Time (p_c), s		0.8		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	271	0	0	2594	109	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	1863			3539	1769	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	1863			3539	1769	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	295	0	0	2820	118	4
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	295	0	0	2820	120	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	71.0			71.0	21.0	
Effective Green, g (s)	71.0			71.0	21.0	
Actuated g/C Ratio	0.71			0.71	0.21	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1322			2512	371	
v/s Ratio Prot	0.16			c0.80	c0.07	
v/s Ratio Perm						
v/c Ratio	0.22			1.12	0.32	
Uniform Delay, d1	5.0			14.5	33.5	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			61.1	2.3	
Delay (s)	5.1			75.6	35.8	
Level of Service	A			E	D	
Approach Delay (s)	5.1			75.6	35.8	
Approach LOS	A			E	D	

Intersection Summary			
HCM 2000 Control Delay	67.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	85	83	2326	0	0	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.93		1.00			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	3263		3539			3539
Flt Permitted	0.98		1.00			1.00
Satd. Flow (perm)	3263		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	90	2528	0	0	374
RTOR Reduction (vph)	4	0	0	0	0	0
Lane Group Flow (vph)	178	0	2528	0	0	374
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	10.8		81.2			81.2
Effective Green, g (s)	10.8		81.2			81.2
Actuated g/C Ratio	0.11		0.81			0.81
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	352		2873			2873
v/s Ratio Prot	c0.05		c0.71			0.11
v/s Ratio Perm						
v/c Ratio	0.51		0.88			0.13
Uniform Delay, d1	42.1		6.2			2.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.2		4.3			0.1
Delay (s)	43.2		10.4			2.1
Level of Service	D		B			A
Approach Delay (s)	43.2		10.4			2.1
Approach LOS	D		B			A

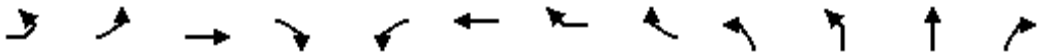
Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	662	83	0	676	515	418	0	306	997
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1760	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1760	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	720	90	0	735	560	454	0	333	1084
RTOR Reduction (vph)	0	0	0	0	10	251	0	0	0
Lane Group Flow (vph)	720	90	0	735	595	158	0	333	1084
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	312	267		281	1583
v/s Ratio Prot	0.20	0.06		0.21	c0.34				
v/s Ratio Perm						0.11		0.21	c0.68
v/c Ratio	0.28	0.32		0.28	1.91	0.59		1.19	0.68
Uniform Delay, d1	4.0	32.3		4.0	37.0	34.0		37.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	3.0		0.3	420.2	9.3		113.4	2.4
Delay (s)	4.3	35.2		4.3	457.2	43.3		150.4	2.4
Level of Service	A	D		A	F	D		F	A
Approach Delay (s)	7.7			4.3	290.2		37.2		
Approach LOS	A			A	F		D		

Intersection Summary			
HCM 2000 Control Delay	89.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

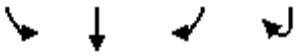


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	269	20	986	81	106	646	742	12	52	470	44	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.92				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3253				1681	1698	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3253				1011	1698	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	292	22	1072	88	115	702	807	13	57	511	48	155
RTOR Reduction (vph)	0	0	0	45	0	0	0	0	0	0	0	127
Lane Group Flow (vph)	0	314	1072	43	115	1522	0	0	0	302	314	28
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	51.2	51.2	12.1	56.3				7.0	7.0	19.1
Effective Green, g (s)		8.0	51.2	51.2	12.1	56.3				7.0	7.0	19.1
Actuated g/C Ratio		0.08	0.49	0.49	0.12	0.54				0.07	0.07	0.18
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1725	771	203	1744				67	113	287
v/s Ratio Prot			0.30		0.06	c0.47					0.18	0.01
v/s Ratio Perm		c0.34		0.03						c0.30		0.01
v/c Ratio		4.49	0.62	0.06	0.57	0.97dr				4.51	2.78	0.10
Uniform Delay, d1		48.5	19.8	14.2	44.0	21.2				49.0	49.0	35.8
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		1601.0	1.7	0.1	3.6	6.4				1612.2	824.6	0.2
Delay (s)		1649.5	21.5	14.3	47.6	27.6				1661.2	873.6	35.9
Level of Service		F	C	B	D	C				F	F	D
Approach Delay (s)			367.9			29.0					1013.7	
Approach LOS			F			C					F	

Intersection Summary			
HCM 2000 Control Delay	339.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.51		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		

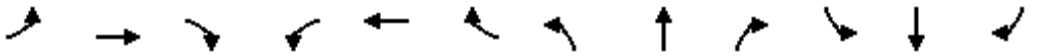
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



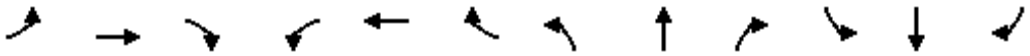
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	50	80	10	31
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3358		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3358		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	87	11	34
RTOR Reduction (vph)	0	31	0	0
Lane Group Flow (vph)	54	101	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	8.7	8.7		
Effective Green, g (s)	8.7	8.7		
Actuated g/C Ratio	0.08	0.08		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	146	278		
v/s Ratio Prot	c0.03	0.03		
v/s Ratio Perm				
v/c Ratio	0.37	0.36		
Uniform Delay, d1	45.6	45.5		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.6	0.8		
Delay (s)	47.1	46.3		
Level of Service	D	D		
Approach Delay (s)		46.6		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1180	389	64	1227	0	0	0	0	580	14	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.95	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1624	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1624	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1283	423	70	1334	0	0	0	0	630	15	140
RTOR Reduction (vph)	0	0	208	0	0	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	1283	215	70	1334	0	0	0	0	403	359	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		46.3	46.3	7.8	58.1					22.9	22.9	
Effective Green, g (s)		46.3	46.3	7.8	58.1					22.9	22.9	
Actuated g/C Ratio		0.51	0.51	0.09	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1802	806	151	2262					423	409	
v/s Ratio Prot		c0.36		0.04	c0.38							
v/s Ratio Perm			0.14							c0.24	0.22	
v/c Ratio		0.71	0.27	0.46	0.59					0.95	0.88	
Uniform Delay, d1		17.2	12.7	39.6	9.5					33.5	32.7	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		2.4	0.8	2.2	0.4					31.7	18.6	
Delay (s)		19.6	13.5	41.8	9.9					65.2	51.3	
Level of Service		B	B	D	A					E	D	
Approach Delay (s)		18.1			11.5			0.0			58.4	
Approach LOS		B			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	105.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	1622	0	0	813	596	354	0	151	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.28	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	526	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	208	1763	0	0	884	648	385	0	164	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	251	0	0	136	0	0	0
Lane Group Flow (vph)	208	1763	0	0	884	397	385	0	28	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	55.2	55.2			55.2	55.2	15.4		15.4			
Effective Green, g (s)	55.2	55.2			55.2	55.2	15.4		15.4			
Actuated g/C Ratio	0.61	0.61			0.61	0.61	0.17		0.17			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	322	2170			2170	970	587		270			
v/s Ratio Prot		c0.50			0.25		c0.11					
v/s Ratio Perm	0.40					0.25			0.02			
v/c Ratio	0.65	0.81			0.41	0.41	0.66		0.10			
Uniform Delay, d1	11.1	13.4			9.0	9.0	34.8		31.5			
Progression Factor	1.00	1.00			0.48	0.99	1.00		1.00			
Incremental Delay, d2	9.6	3.5			0.6	1.3	2.6		0.2			
Delay (s)	20.8	16.9			4.9	10.2	37.5		31.6			
Level of Service	C	B			A	B	D		C			
Approach Delay (s)		17.3			7.1			35.7			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	263	1619	79	201	1379	139	97	1110	257	117	1318	222
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	286	1760	86	218	1499	151	105	1207	279	127	1433	241
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1203	58	161	1073	107	139	2441	839	184	2105	354
Arrive On Green	0.07	0.35	0.35	0.05	0.33	0.33	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1774	3436	167	1774	3250	325	295	5085	1583	353	4386	737
Grp Volume(v), veh/h	286	901	945	218	811	839	105	1207	279	127	1107	567
Grp Sat Flow(s),veh/h/ln	1774	1770	1833	1774	1770	1805	295	1695	1583	353	1695	1733
Q Serve(g_s), s	7.0	35.0	35.0	5.0	33.0	33.0	22.7	16.2	10.1	31.8	25.2	25.3
Cycle Q Clear(g_c), s	7.0	35.0	35.0	5.0	33.0	33.0	48.0	16.2	10.1	48.0	25.2	25.3
Prop In Lane	1.00		0.09	1.00		0.18	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	196	619	642	161	584	596	139	2441	839	184	1627	832
V/C Ratio(X)	1.46	1.45	1.47	1.36	1.39	1.41	0.76	0.49	0.33	0.69	0.68	0.68
Avail Cap(c_a), veh/h	196	619	642	161	584	596	139	2441	839	184	1627	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	32.5	32.5	30.4	33.5	33.5	42.8	17.7	13.4	35.9	20.1	20.1
Incr Delay (d2), s/veh	208.6	205.3	213.7	184.8	181.6	190.7	31.2	0.7	1.1	19.0	2.3	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.3	90.5	96.2	18.5	81.9	86.3	7.4	12.2	8.1	7.9	17.9	18.9
LnGrp Delay(d),s/veh	235.5	237.8	246.2	215.2	215.1	224.2	74.0	18.4	14.5	54.9	22.4	24.6
LnGrp LOS	F	F	F	F	F	F	E	B	B	D	C	C
Approach Vol, veh/h		2132			1868			1591			1801	
Approach Delay, s/veh		241.2			219.2			21.4			25.4	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		52.0	9.0	39.0		52.0	11.0	37.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		48.0	5.0	35.0		48.0	7.0	33.0
Max Q Clear Time (g_c+I1), s		50.0	7.0	37.0		50.0	9.0	35.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	135.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	81	1816	55	108	1569	90	41	143	96	57	84	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	88	1974	60	117	1705	98	45	155	104	62	91	59
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	2596	78	155	2519	144	72	160	99	95	114	63
Arrive On Green	0.74	0.74	0.74	1.00	1.00	1.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	260	3508	106	207	3404	194	171	891	552	268	633	347
Grp Volume(v), veh/h	88	991	1043	117	881	922	304	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	260	1770	1844	207	1770	1828	1615	0	0	1248	0	0
Q Serve(g_s), s	13.3	33.1	33.9	40.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.3	33.1	33.9	74.0	0.0	0.0	18.0	0.0	0.0	16.6	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.11	0.15		0.34	0.29		0.28
Lane Grp Cap(c), veh/h	264	1310	1365	155	1310	1353	332	0	0	271	0	0
V/C Ratio(X)	0.33	0.76	0.76	0.75	0.67	0.68	0.92	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	264	1310	1365	155	1310	1353	332	0	0	271	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	7.7	7.8	22.7	0.0	0.0	41.2	0.0	0.0	39.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	11.1	0.8	0.8	32.0	0.0	0.0	19.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	17.7	18.9	6.0	0.5	0.5	16.8	0.0	0.0	11.7	0.0	0.0
LnGrp Delay(d),s/veh	5.2	7.9	8.0	33.8	0.8	0.8	73.2	0.0	0.0	59.5	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	E			E		
Approach Vol, veh/h		2122			1920			304			212	
Approach Delay, s/veh		7.9			2.8			73.2			59.5	
Approach LOS		A			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.0		78.0		22.0		78.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		18.0		74.0		18.0		74.0
Max Q Clear Time (g_c+I1), s		20.0		35.9		18.6		76.0
Green Ext Time (p_c), s		0.0		37.5		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	1869	36	20	1637	48	18	197	20	46	197	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	79	2032	39	22	1779	52	20	214	22	50	214	78
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	2319	44	203	2292	67	58	420	41	89	305	104
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	253	3552	68	200	3512	102	72	1571	155	179	1141	390
Grp Volume(v), veh/h	79	1009	1062	22	893	938	256	0	0	342	0	0
Grp Sat Flow(s),veh/h/ln	253	1770	1851	200	1770	1845	1798	0	0	1710	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	11.9	0.0	0.0	17.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.06	0.08		0.09	0.15		0.23
Lane Grp Cap(c), veh/h	237	1155	1208	203	1155	1204	519	0	0	498	0	0
V/C Ratio(X)	0.33	0.87	0.88	0.11	0.77	0.78	0.49	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	244	1203	1259	208	1203	1254	519	0	0	498	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	0.44	0.44	0.44	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	31.2	0.0	0.0	33.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	4.0	4.1	0.1	1.4	1.4	3.3	0.0	0.0	7.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	2.3	2.5	0.0	0.8	0.8	10.7	0.0	0.0	14.7	0.0	0.0
LnGrp Delay(d),s/veh	0.4	4.0	4.1	0.1	1.4	1.4	34.5	0.0	0.0	40.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			D		
Approach Vol, veh/h		2150			1853			256			342	
Approach Delay, s/veh		3.9			1.4			34.5			40.8	
Approach LOS		A			A			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		30.7		69.3		30.7		69.3
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s		13.9		2.0		19.9		2.0
Green Ext Time (p_c), s		2.7		63.3		1.4		63.3

Intersection Summary	
HCM 2010 Ctrl Delay	7.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	164	1767	44	45	1641	58	36	664	40	44	728	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	178	1921	48	49	1784	63	39	722	43	48	791	132
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	2223	55	211	2198	77	40	606	51	49	573	130
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	249	3529	88	221	3488	123	0	2091	176	33	1974	449
Grp Volume(v), veh/h	178	959	1010	49	901	946	398	0	406	496	0	475
Grp Sat Flow(s),veh/h/ln	249	1770	1847	221	1770	1841	603	0	1664	840	0	1616
Q Serve(g_s), s	63.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	6.1	0.0	29.0
Cycle Q Clear(g_c), s	63.0	0.0	0.0	0.0	0.0	0.0	29.0	0.0	22.9	29.0	0.0	29.0
Prop In Lane	1.00		0.05	1.00		0.07	0.10		0.11	0.10		0.28
Lane Grp Cap(c), veh/h	229	1115	1164	211	1115	1160	215	0	483	283	0	469
V/C Ratio(X)	0.78	0.86	0.87	0.23	0.81	0.82	1.86	0.00	0.84	1.75	0.00	1.01
Avail Cap(c_a), veh/h	229	1115	1164	211	1115	1160	215	0	483	283	0	469
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.38	0.38	0.38	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.7	0.0	0.0	0.0	0.0	0.0	31.4	0.0	33.3	36.0	0.0	35.5
Incr Delay (d2), s/veh	6.5	2.9	3.0	0.2	1.8	1.8	403.3	0.0	16.0	352.4	0.0	45.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	1.6	1.7	0.0	1.0	1.1	52.0	0.0	18.5	63.9	0.0	33.8
LnGrp Delay(d),s/veh	10.3	2.9	3.0	0.2	1.8	1.8	434.6	0.0	49.4	388.5	0.0	80.6
LnGrp LOS	B	A	A	A	A	A	F		D	F		F
Approach Vol, veh/h		2147			1896			804			971	
Approach Delay, s/veh		3.5			1.8			240.3			237.9	
Approach LOS		A			A			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		67.0		33.0		67.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		29.0		63.0		29.0		63.0
Max Q Clear Time (g_c+I1), s		31.0		65.0		31.0		2.0
Green Ext Time (p_c), s		0.0		0.0		0.0		59.3

Intersection Summary	
HCM 2010 Ctrl Delay	74.8
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	1693	59	88	1418	114	81	1357	90	99	1188	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	135	1840	64	96	1541	124	88	1475	98	108	1291	118
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1877	65	199	1786	143	72	1352	605	72	1254	114
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	297	3490	121	236	3320	265	380	3539	1583	325	3281	299
Grp Volume(v), veh/h	135	928	976	96	816	849	88	1475	98	108	695	714
Grp Sat Flow(s),veh/h/ln	297	1770	1841	236	1770	1816	380	1770	1583	325	1770	1810
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.2	4.1	0.0	38.2	38.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	38.2	38.2	4.1	38.2	38.2	38.2
Prop In Lane	1.00		0.07	1.00		0.15	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	232	952	991	199	952	977	72	1352	605	72	676	692
V/C Ratio(X)	0.58	0.97	0.99	0.48	0.86	0.87	1.22	1.09	0.16	1.50	1.03	1.03
Avail Cap(c_a), veh/h	238	991	1031	204	991	1017	72	1352	605	72	676	692
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.48	0.48	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	50.0	30.9	20.3	50.0	30.9	30.9
Incr Delay (d2), s/veh	1.2	11.3	12.9	0.9	3.7	4.0	177.5	53.1	0.6	284.3	41.7	43.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	4.6	5.4	0.1	1.8	2.0	10.0	51.4	3.4	13.8	47.6	49.1
LnGrp Delay(d),s/veh	1.2	11.3	12.9	0.9	3.7	4.0	227.5	84.0	20.9	334.3	72.6	73.9
LnGrp LOS	A	B	B	A	A	A	F	F	C	F	F	F
Approach Vol, veh/h		2039			1761			1661			1517	
Approach Delay, s/veh		11.4			3.7			87.9			91.9	
Approach LOS		B			A			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.2		57.8		42.2		57.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		40.2		2.0		40.2		2.0
Green Ext Time (p_c), s		0.0		51.8		0.0		51.8

Intersection Summary	
HCM 2010 Ctrl Delay	45.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	1767	28	98	1652	70	39	506	87	61	391	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	110	1921	30	107	1796	76	42	550	95	66	425	76
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	2319	36	160	2250	95	72	418	72	72	416	74
Arrive On Green	0.86	0.86	0.86	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	243	3567	56	225	3461	146	894	1548	267	782	1539	275
Grp Volume(v), veh/h	110	950	1001	107	913	959	42	0	645	66	0	501
Grp Sat Flow(s),veh/h/ln	243	1770	1853	225	1770	1837	894	0	1816	782	0	1814
Q Serve(g_s), s	15.4	25.5	26.0	39.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0	27.0
Cycle Q Clear(g_c), s	15.4	25.5	26.0	65.0	0.0	0.0	27.0	0.0	27.0	27.0	0.0	27.0
Prop In Lane	1.00		0.03	1.00		0.08	1.00		0.15	1.00		0.15
Lane Grp Cap(c), veh/h	230	1150	1204	160	1150	1194	72	0	490	72	0	490
V/C Ratio(X)	0.48	0.83	0.83	0.67	0.79	0.80	0.58	0.00	1.32	0.92	0.00	1.02
Avail Cap(c_a), veh/h	230	1150	1204	160	1150	1194	72	0	490	72	0	490
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.20	0.20	0.20	0.30	0.30	0.30	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.4	4.1	4.1	16.5	0.0	0.0	50.0	0.0	36.5	50.0	0.0	36.5
Incr Delay (d2), s/veh	0.3	1.1	1.1	3.3	1.2	1.3	30.2	0.0	156.0	84.5	0.0	46.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	14.1	15.2	4.7	0.7	0.8	3.2	0.0	62.5	6.3	0.0	35.7
LnGrp Delay(d),s/veh	3.7	5.2	5.2	19.8	1.2	1.3	80.2	0.0	192.5	134.5	0.0	83.1
LnGrp LOS	A	A	A	B	A	A	F		F	F		F
Approach Vol, veh/h		2061			1979			687			567	
Approach Delay, s/veh		5.1			2.3			185.7			89.1	
Approach LOS		A			A			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		69.0		31.0		69.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0		65.0		27.0		65.0
Max Q Clear Time (g_c+I1), s		29.0		28.0		29.0		67.0
Green Ext Time (p_c), s		0.0		36.4		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	1684	28	30	1674	49	8	11	9	143	10	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	1830	30	33	1820	53	9	12	10	155	11	145
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	1996	33	210	1967	57	101	134	112	214	14	179
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.20	0.20	0.20	0.12	0.12	0.12
Sat Flow, veh/h	243	3564	58	246	3513	102	505	673	561	1774	113	1487
Grp Volume(v), veh/h	112	907	953	33	913	960	31	0	0	155	0	156
Grp Sat Flow(s),veh/h/ln	243	1770	1852	246	1770	1845	1739	0	0	1774	0	1600
Q Serve(g_s), s	8.3	0.0	0.0	6.8	46.9	47.7	1.5	0.0	0.0	8.4	0.0	9.5
Cycle Q Clear(g_c), s	56.0	0.0	0.0	6.8	46.9	47.7	1.5	0.0	0.0	8.4	0.0	9.5
Prop In Lane	1.00		0.03	1.00		0.06	0.29		0.32	1.00		0.93
Lane Grp Cap(c), veh/h	92	991	1037	210	991	1033	347	0	0	214	0	193
V/C Ratio(X)	1.22	0.91	0.92	0.16	0.92	0.93	0.09	0.00	0.00	0.72	0.00	0.81
Avail Cap(c_a), veh/h	92	991	1037	210	991	1033	347	0	0	284	0	256
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.37	0.37	0.37	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	0.0	11.2	20.0	20.2	32.6	0.0	0.0	42.4	0.0	42.8
Incr Delay (d2), s/veh	130.8	6.0	6.0	0.1	6.0	6.3	0.5	0.0	0.0	6.1	0.0	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.5	3.0	3.1	0.8	29.2	30.9	1.3	0.0	0.0	8.0	0.0	8.5
LnGrp Delay(d),s/veh	157.9	6.0	6.0	11.3	26.0	26.5	33.1	0.0	0.0	48.4	0.0	56.0
LnGrp LOS	F	A	A	B	C	C	C			D		E
Approach Vol, veh/h		1972			1906			31			311	
Approach Delay, s/veh		14.6			26.0			33.1			52.3	
Approach LOS		B			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.9		60.0		16.1		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.5		58.0		11.5		49.7
Green Ext Time (p_c), s		0.1		0.0		0.6		6.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	57	1667	117	29	1549	33	0	478	103	0	444	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	62	1812	127	32	1684	36	0	520	112	0	483	99
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	117	1881	130	79	1984	42	0	535	115	0	540	111
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	282	3359	233	228	3543	76	0	1486	320	0	1501	308
Grp Volume(v), veh/h	62	945	994	32	839	881	0	0	632	0	0	582
Grp Sat Flow(s),veh/h/ln	282	1770	1822	228	1770	1849	0	0	1806	0	0	1808
Q Serve(g_s), s	16.0	50.4	52.9	3.1	39.7	40.0	0.0	0.0	34.4	0.0	0.0	30.4
Cycle Q Clear(g_c), s	56.0	50.4	52.9	56.0	39.7	40.0	0.0	0.0	34.4	0.0	0.0	30.4
Prop In Lane	1.00		0.13	1.00		0.04	0.00		0.18	0.00		0.17
Lane Grp Cap(c), veh/h	117	991	1020	79	991	1036	0	0	650	0	0	651
V/C Ratio(X)	0.53	0.95	0.97	0.40	0.85	0.85	0.00	0.00	0.97	0.00	0.00	0.89
Avail Cap(c_a), veh/h	117	991	1020	79	991	1036	0	0	650	0	0	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.68	0.68	0.68	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.2	20.8	21.3	49.7	18.4	18.5	0.0	0.0	31.5	0.0	0.0	30.2
Incr Delay (d2), s/veh	1.6	8.7	11.5	2.2	4.8	4.8	0.0	0.0	29.0	0.0	0.0	17.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	31.9	34.8	1.7	26.5	28.0	0.0	0.0	30.0	0.0	0.0	25.1
LnGrp Delay(d),s/veh	45.8	29.5	32.8	51.9	23.2	23.3	0.0	0.0	60.6	0.0	0.0	47.3
LnGrp LOS	D	C	C	D	C	C			E			D
Approach Vol, veh/h		2001			1752			632			582	
Approach Delay, s/veh		31.6			23.8			60.6			47.3	
Approach LOS		C			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		36.4		58.0		32.4		58.0
Green Ext Time (p_c), s		0.0		0.0		2.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	1579	73	110	1444	35	0	878	98	0	713	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	76	1716	79	120	1570	38	0	954	107	0	775	63
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	245	2309	106	161	2366	57	0	802	90	0	829	67
Arrive On Green	0.67	0.67	0.67	0.89	0.89	0.89	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	314	3447	158	262	3532	85	0	3302	360	0	3409	269
Grp Volume(v), veh/h	76	876	919	120	785	823	0	526	535	0	414	424
Grp Sat Flow(s),veh/h/ln	314	1770	1835	262	1770	1848	0	1770	1799	0	1770	1815
Q Serve(g_s), s	14.3	32.4	33.1	33.9	11.8	11.9	0.0	25.0	25.0	0.0	22.9	22.9
Cycle Q Clear(g_c), s	26.2	32.4	33.1	67.0	11.8	11.9	0.0	25.0	25.0	0.0	22.9	22.9
Prop In Lane	1.00		0.09	1.00		0.05	0.00		0.20	0.00		0.15
Lane Grp Cap(c), veh/h	245	1186	1229	161	1186	1238	0	442	450	0	442	454
V/C Ratio(X)	0.31	0.74	0.75	0.75	0.66	0.66	0.00	1.19	1.19	0.00	0.93	0.94
Avail Cap(c_a), veh/h	245	1186	1229	161	1186	1238	0	442	450	0	442	454
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.12	0.12	0.12	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	10.8	10.9	26.4	2.4	2.4	0.0	37.5	37.5	0.0	36.7	36.7
Incr Delay (d2), s/veh	0.1	0.3	0.3	1.8	0.1	0.1	0.0	105.7	105.5	0.0	29.2	28.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	18.0	19.1	4.3	6.5	6.7	0.0	45.3	46.0	0.0	21.0	21.4
LnGrp Delay(d),s/veh	13.4	11.1	11.2	28.1	2.6	2.6	0.0	143.2	143.0	0.0	65.9	65.5
LnGrp LOS	B	B	B	C	A	A		F	F		E	E
Approach Vol, veh/h		1871			1728			1061			838	
Approach Delay, s/veh		11.3			4.3			143.1			65.7	
Approach LOS		B			A			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.0		71.0		29.0		71.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		25.0		67.0		25.0		67.0
Max Q Clear Time (g_c+I1), s		27.0		35.1		24.9		69.0
Green Ext Time (p_c), s		0.0		30.6		0.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	168	1468	73	192	1488	85	67	972	248	92	1060	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	183	1596	79	209	1617	92	73	1057	270	100	1152	67
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1451	649	178	1430	81	143	1168	617	161	1122	65
Arrive On Green	0.05	0.41	0.41	0.06	0.42	0.42	0.04	0.33	0.33	0.04	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	1774	3406	193	1774	3539	1583	1774	3400	198
Grp Volume(v), veh/h	183	1596	79	209	836	873	73	1057	270	100	599	620
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1829	1774	1770	1583	1774	1770	1828
Q Serve(g_s), s	5.0	41.0	3.1	6.0	42.0	42.0	2.7	28.5	12.5	3.8	33.0	33.0
Cycle Q Clear(g_c), s	5.0	41.0	3.1	6.0	42.0	42.0	2.7	28.5	12.5	3.8	33.0	33.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	161	1451	649	178	743	768	143	1168	617	161	584	603
V/C Ratio(X)	1.14	1.10	0.12	1.17	1.12	1.14	0.51	0.91	0.44	0.62	1.03	1.03
Avail Cap(c_a), veh/h	161	1451	649	178	743	768	143	1168	617	161	584	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.54	0.54	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	29.5	18.3	24.4	29.0	29.0	26.1	32.0	22.4	26.1	33.5	33.5
Incr Delay (d2), s/veh	96.0	51.6	0.0	104.6	66.2	70.7	3.0	11.6	2.2	7.1	44.1	43.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	54.6	2.5	18.2	61.4	65.2	2.6	22.3	9.8	3.8	41.8	43.1
LnGrp Delay(d),s/veh	122.0	81.1	18.4	129.0	95.2	99.7	29.2	43.6	24.7	33.1	77.6	77.3
LnGrp LOS	F	F	B	F	F	F	C	D	C	C	F	F
Approach Vol, veh/h		1858			1918			1400			1319	
Approach Delay, s/veh		82.5			100.9			39.2			74.1	
Approach LOS		F			F			D			E	

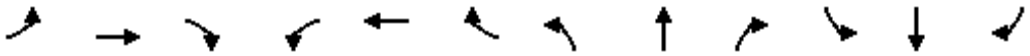
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	37.0	10.0	45.0	8.0	37.0	9.0	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	33.0	6.0	41.0	4.0	33.0	5.0	42.0
Max Q Clear Time (g_c+I1), s	5.8	30.5	8.0	43.0	4.7	35.0	7.0	44.0
Green Ext Time (p_c), s	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	76.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	1129	659	60	1736	75	0	0	0	116	36	16
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	13	1227	716	65	1887	82				126	39	17
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	45	2266	1064	224	2322	100				305	94	41
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.25	0.25	0.25
Sat Flow, veh/h	12	3372	1583	227	3457	149				1227	380	166
Grp Volume(v), veh/h	665	575	716	65	959	1010				182	0	0
Grp Sat Flow(s),veh/h/ln	1774	1610	1583	227	1770	1836				1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				8.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				8.6	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.08				0.69		0.09
Lane Grp Cap(c), veh/h	1228	1082	1064	224	1189	1234				440	0	0
V/C Ratio(X)	0.54	0.53	0.67	0.29	0.81	0.82				0.41	0.00	0.00
Avail Cap(c_a), veh/h	1323	1176	1156	238	1292	1341				440	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.14	0.14	0.14	0.51	0.51	0.51				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				31.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.2	0.4	1.9	2.0				2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	0.0	1.1	1.2				8.0	0.0	0.0
LnGrp Delay(d),s/veh	0.1	0.1	0.2	0.4	1.9	2.0				34.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				C		
Approach Vol, veh/h		1956			2034						182	
Approach Delay, s/veh		0.1			1.9						34.4	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				71.2		28.8		71.2
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				73.0		19.0		73.0
Max Q Clear Time (g_c+I1), s				2.0		10.6		2.0
Green Ext Time (p_c), s				65.2		0.6		65.2

Intersection Summary	
HCM 2010 Ctrl Delay	2.5
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	1209	0	0	956	39	849	110	82	25	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.91	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3519		1681	1675			1661	
Flt Permitted	0.11	1.00			1.00		0.72	0.77			0.82	
Satd. Flow (perm)	208	3539			3519		1281	1326			1378	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	1314	0	0	1039	42	923	120	89	27	0	64
RTOR Reduction (vph)	0	0	0	0	3	0	0	7	0	0	17	0
Lane Group Flow (vph)	22	1314	0	0	1078	0	572	553	0	0	74	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	40.6	40.6			40.6		51.4	51.4			51.4	
Effective Green, g (s)	40.6	40.6			40.6		51.4	51.4			51.4	
Actuated g/C Ratio	0.41	0.41			0.41		0.51	0.51			0.51	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	84	1436			1428		658	681			708	
v/s Ratio Prot		c0.37			0.31							
v/s Ratio Perm	0.11						c0.45	0.42			0.05	
v/c Ratio	0.26	0.92			0.75		0.87	0.81			0.10	
Uniform Delay, d1	19.7	28.1			25.4		21.3	20.3			12.5	
Progression Factor	0.85	0.77			1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.4	8.2			2.3		14.6	10.2			0.3	
Delay (s)	18.2	29.7			27.8		35.9	30.5			12.8	
Level of Service	B	C			C		D	C			B	
Approach Delay (s)		29.5			27.8			33.2			12.8	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	148	9	624	3	1	3	28	1332	15	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	161	10	678	3	1	3	30	1448	16			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	116	4	712	105	21	712	42	2145	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	9	1583	0	46	1583	100	5148	1583			
Grp Volume(v), veh/h	171	0	678	4	0	3	555	923	16			
Grp Sat Flow(s),veh/h/ln	9	0	1583	46	0	1583	1858	1695	1583			
Q Serve(g_s), s	0.0	0.0	24.7	0.0	0.0	0.1	14.9	13.1	0.4			
Cycle Q Clear(g_c), s	27.0	0.0	24.7	27.0	0.0	0.1	14.9	13.1	0.4			
Prop In Lane	0.94		1.00	0.75		1.00	0.05		1.00			
Lane Grp Cap(c), veh/h	120	0	712	126	0	712	774	1413	660			
V/C Ratio(X)	1.42	0.00	0.95	0.03	0.00	0.00	0.72	0.65	0.02			
Avail Cap(c_a), veh/h	120	0	712	126	0	712	774	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	29.1	0.0	15.9	14.9	0.0	9.1	14.6	14.0	10.3			
Incr Delay (d2), s/veh	230.8	0.0	22.5	0.1	0.0	0.0	5.7	2.4	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	17.4	0.0	21.4	0.1	0.0	0.1	13.6	10.7	0.3			
LnGrp Delay(d),s/veh	260.0	0.0	38.4	15.0	0.0	9.1	20.2	16.4	10.4			
LnGrp LOS	F		D	B		A	C	B	B			
Approach Vol, veh/h		849			7			1494				
Approach Delay, s/veh		83.0			12.5			17.7				
Approach LOS		F			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		16.9		29.0				29.0
Green Ext Time (p_c), s		5.5		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

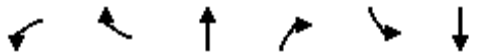
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	0	0	0	11	2820	182	105	2711	6
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	2	2				12	3065	198	114	2947	7
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	0	15	12				43	5384	345	122	4657	1450
Arrive On Green	0.00	0.00	0.00				0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	0	3632	2787				7	5879	377	60	5085	1583
Grp Volume(v), veh/h	0	2	2				916	1503	855	114	2947	7
Grp Sat Flow(s),veh/h/ln	0	1770	1393				1719	1458	1629	60	1695	1583
Q Serve(g_s), s	0.0	0.1	0.1				0.0	9.0	9.3	82.3	11.6	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1				8.2	9.0	9.3	91.6	11.6	0.0
Prop In Lane	0.00		1.00				0.01		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	0	15	12				1610	2670	1491	122	4657	1450
V/C Ratio(X)	0.00	0.13	0.17				0.57	0.56	0.57	0.94	0.63	0.00
Avail Cap(c_a), veh/h	0	1663	1310				1610	2670	1491	122	4657	1450
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	49.6				0.7	0.7	0.7	32.1	0.8	0.4
Incr Delay (d2), s/veh	0.0	4.0	6.7				1.5	0.9	1.6	66.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.1				7.9	6.6	7.9	9.2	8.9	0.0
LnGrp Delay(d),s/veh	0.0	53.6	56.3				2.2	1.6	2.4	98.0	1.5	0.4
LnGrp LOS		D	E				A	A	A	F	A	A
Approach Vol, veh/h		4						3275			3068	
Approach Delay, s/veh		55.0						2.0			5.1	
Approach LOS		D						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		4.4		95.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		11.3		2.1		93.6		
Green Ext Time (p_c), s		4.7		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	3.5
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	675	0	0	1398	68	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1863			3539	1764	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1863			3539	1764	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	734	0	0	1520	74	5
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	734	0	0	1520	77	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	62.5			62.5	29.5	
Effective Green, g (s)	62.5			62.5	29.5	
Actuated g/C Ratio	0.62			0.62	0.29	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1164			2211	520	
v/s Ratio Prot	0.39			c0.43	c0.04	
v/s Ratio Perm						
v/c Ratio	0.63			0.69	0.15	
Uniform Delay, d1	11.6			12.3	26.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.1			0.9	0.6	
Delay (s)	12.7			13.2	26.6	
Level of Service	B			B	C	
Approach Delay (s)	12.7			13.2	26.6	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	361	32	1134	0	0	901
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.99		1.00			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	3413		3539			3539
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	3413		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	392	35	1233	0	0	979
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	419	0	1233	0	0	979
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	17.6		74.4			74.4
Effective Green, g (s)	17.6		74.4			74.4
Actuated g/C Ratio	0.18		0.74			0.74
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	600		2633			2633
v/s Ratio Prot	c0.12		c0.35			0.28
v/s Ratio Perm						
v/c Ratio	0.70		0.47			0.37
Uniform Delay, d1	38.7		5.0			4.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	3.5		0.6			0.4
Delay (s)	42.2		5.6			4.9
Level of Service	D		A			A
Approach Delay (s)	42.2		5.6			4.9
Approach LOS	D		A			A

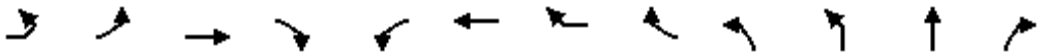
Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	494	61	0	985	131	287	0	136	1569
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.94	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1700	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1700	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	537	66	0	1071	142	312	0	148	1705
RTOR Reduction (vph)	0	0	0	0	26	179	0	0	0
Lane Group Flow (vph)	537	66	0	1071	210	39	0	148	1705
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	302	267		281	1583
v/s Ratio Prot	0.15	0.04		0.30	0.12				
v/s Ratio Perm						0.03		0.09	c1.08
v/c Ratio	0.21	0.23		0.41	0.69	0.15		0.53	1.08
Uniform Delay, d1	3.8	31.7		4.6	34.7	31.2		33.6	45.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	2.0		0.5	12.4	1.1		6.9	46.5
Delay (s)	4.0	33.7		5.1	47.1	32.4		40.5	91.5
Level of Service	A	C		A	D	C		D	F
Approach Delay (s)	7.2			5.1	40.0		87.4		
Approach LOS	A			A	D		F		

Intersection Summary			
HCM 2000 Control Delay	47.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	107.6%	ICU Level of Service	G
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group



Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	248	13	490	126	145	949	702	18	24	248	26	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.94				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3310				1681	1699	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3310				1011	1699	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	270	14	533	137	158	1032	763	20	26	270	28	41
RTOR Reduction (vph)	0	0	0	75	0	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	284	533	62	158	1815	0	0	0	158	166	8
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	47.5	47.5	14.2	54.7				7.0	7.0	21.2
Effective Green, g (s)		8.0	47.5	47.5	14.2	54.7				7.0	7.0	21.2
Actuated g/C Ratio		0.08	0.45	0.45	0.14	0.52				0.07	0.07	0.20
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1600	716	239	1724				67	113	319
v/s Ratio Prot			0.15		0.09	c0.55					0.10	0.00
v/s Ratio Perm		c0.30		0.04						c0.16		0.00
v/c Ratio		4.06	0.33	0.09	0.66	1.05				2.36	1.47	0.03
Uniform Delay, d1		48.5	18.5	16.4	43.1	25.1				49.0	49.0	33.6
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		1409.0	0.6	0.2	6.7	37.0				654.7	252.7	0.0
Delay (s)		1457.5	19.1	16.6	49.8	62.1				703.7	301.7	33.6
Level of Service		F	B	B	D	E				F	F	C
Approach Delay (s)			447.0			61.2					445.6	
Approach LOS			F			E					F	

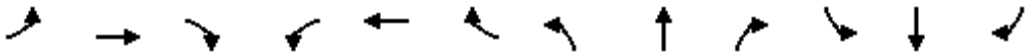
Intersection Summary			
HCM 2000 Control Delay	201.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.41		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	76	127	16	54
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3351		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3351		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	83	138	17	59
RTOR Reduction (vph)	0	38	0	0
Lane Group Flow (vph)	83	176	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	10.3	10.3		
Effective Green, g (s)	10.3	10.3		
Actuated g/C Ratio	0.10	0.10		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	173	328		
v/s Ratio Prot	0.05	c0.05		
v/s Ratio Perm				
v/c Ratio	0.48	0.54		
Uniform Delay, d1	44.8	45.1		
Progression Factor	1.00	1.00		
Incremental Delay, d2	2.1	1.7		
Delay (s)	46.9	46.8		
Level of Service	D	D		
Approach Delay (s)		46.8		
Approach LOS		D		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	627	274	77	1583	0	0	0	0	550	4	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.90	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1570	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.98	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1570	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	682	298	84	1721	0	0	0	0	598	4	275
RTOR Reduction (vph)	0	0	149	0	0	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	682	149	84	1721	0	0	0	0	454	402	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		45.6	45.6	8.4	58.0					23.0	23.0	
Effective Green, g (s)		45.6	45.6	8.4	58.0					23.0	23.0	
Actuated g/C Ratio		0.50	0.50	0.09	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1775	794	163	2258					425	397	
v/s Ratio Prot		0.19		0.05	c0.49							
v/s Ratio Perm			0.09							c0.27	0.26	
v/c Ratio		0.38	0.19	0.52	0.76					1.07	1.01	
Uniform Delay, d1		14.0	12.5	39.3	11.6					34.0	34.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.6	0.5	2.7	1.6					63.0	48.4	
Delay (s)		14.6	13.0	42.0	13.2					97.0	82.4	
Level of Service		B	B	D	B					F	F	
Approach Delay (s)		14.1			14.5			0.0			89.9	
Approach LOS		B			B			A			F	

Intersection Summary					
HCM 2000 Control Delay	32.5	HCM 2000 Level of Service	C		
HCM 2000 Volume to Capacity ratio	0.89				
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9		
Intersection Capacity Utilization	112.6%	ICU Level of Service	H		
Analysis Period (min)	15				
c Critical Lane Group					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	1054	0	0	1196	847	491	0	161	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.12	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	233	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	155	1146	0	0	1300	921	534	0	175	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	423	0	0	139	0	0	0
Lane Group Flow (vph)	155	1146	0	0	1300	498	534	0	36	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	48.6	48.6			48.6	48.6	18.5		18.5			
Effective Green, g (s)	48.6	48.6			48.6	48.6	18.5		18.5			
Actuated g/C Ratio	0.54	0.54			0.54	0.54	0.21		0.21			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	125	1911			1911	854	705		325			
v/s Ratio Prot		0.32			0.37		c0.16					
v/s Ratio Perm	c0.67					0.31			0.02			
v/c Ratio	1.24	0.60			0.68	0.58	0.76		0.11			
Uniform Delay, d1	20.7	14.1			15.1	13.9	33.6		29.1			
Progression Factor	1.00	1.00			0.56	2.58	1.00		1.00			
Incremental Delay, d2	158.6	1.4			1.9	2.8	4.7		0.2			
Delay (s)	179.3	15.5			10.3	38.7	38.3		29.2			
Level of Service	F	B			B	D	D		C			
Approach Delay (s)		35.0			22.1			36.1			0.0	
Approach LOS		D			C			D			A	

Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	185	1200	65	236	1424	67	75	1268	166	148	1518	324
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	201	1304	71	257	1548	73	82	1378	180	161	1650	352
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1092	59	196	1205	57	105	2492	887	171	2061	436
Arrive On Green	0.04	0.32	0.32	0.09	0.47	0.47	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1774	3414	186	1774	3442	162	214	5085	1583	330	4207	889
Grp Volume(v), veh/h	201	675	700	257	793	828	82	1378	180	161	1327	675
Grp Sat Flow(s),veh/h/ln	1774	1770	1830	1774	1770	1834	214	1695	1583	330	1695	1706
Q Serve(g_s), s	4.0	32.0	32.0	7.0	35.0	35.0	15.6	19.0	5.6	30.0	32.8	33.4
Cycle Q Clear(g_c), s	4.0	32.0	32.0	7.0	35.0	35.0	49.0	19.0	5.6	49.0	32.8	33.4
Prop In Lane	1.00		0.10	1.00		0.09	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	143	566	586	196	619	642	105	2492	887	171	1661	836
V/C Ratio(X)	1.41	1.19	1.20	1.31	1.28	1.29	0.78	0.55	0.20	0.94	0.80	0.81
Avail Cap(c_a), veh/h	143	566	586	196	619	642	105	2492	887	171	1661	836
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	34.0	34.0	26.6	26.7	26.7	46.8	17.8	10.9	40.8	21.4	21.5
Incr Delay (d2), s/veh	193.1	91.1	92.5	160.1	133.9	137.5	42.2	0.9	0.5	54.9	4.1	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.8	53.8	56.1	19.3	72.0	75.8	6.3	13.9	4.6	11.4	22.9	24.4
LnGrp Delay(d),s/veh	226.2	125.1	126.5	186.6	160.6	164.2	89.0	18.7	11.4	95.7	25.5	29.8
LnGrp LOS	F	F	F	F	F	F	F	B	B	F	C	C
Approach Vol, veh/h		1576			1878			1640			2163	
Approach Delay, s/veh		138.6			165.8			21.4			32.0	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		53.0	11.0	36.0		53.0	8.0	39.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		49.0	7.0	32.0		49.0	4.0	35.0
Max Q Clear Time (g_c+I1), s		51.0	9.0	34.0		51.0	6.0	37.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	1440	34	133	1661	50	28	65	23	56	96	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	38	1565	37	145	1805	54	30	71	25	61	104	77
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	2517	59	279	2499	74	100	219	68	113	166	109
Arrive On Green	0.95	0.95	0.95	1.00	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	246	3534	83	316	3509	105	268	1053	327	325	801	525
Grp Volume(v), veh/h	38	782	820	145	906	953	126	0	0	242	0	0
Grp Sat Flow(s),veh/h/ln	246	1770	1848	316	1770	1844	1648	0	0	1651	0	0
Q Serve(g_s), s	1.0	5.7	5.7	10.4	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	1.0	5.7	5.7	16.1	0.0	0.0	6.0	0.0	0.0	13.3	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.06	0.24		0.20	0.25		0.32
Lane Grp Cap(c), veh/h	247	1260	1316	279	1260	1313	387	0	0	388	0	0
V/C Ratio(X)	0.15	0.62	0.62	0.52	0.72	0.73	0.33	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	257	1327	1386	291	1327	1383	387	0	0	388	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.28	0.28	0.28	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.8	0.9	0.9	0.6	0.0	0.0	33.7	0.0	0.0	36.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.4	0.5	0.5	2.2	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.1	3.3	1.5	0.3	0.3	5.8	0.0	0.0	11.3	0.0	0.0
LnGrp Delay(d),s/veh	0.8	1.0	1.0	1.1	0.5	0.5	36.0	0.0	0.0	43.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1640			2004			126			242	
Approach Delay, s/veh		1.0			0.5			36.0			43.9	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.8		75.2		24.8		75.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		17.0		75.0		17.0		75.0
Max Q Clear Time (g_c+I1), s		8.0		7.7		15.3		18.1
Green Ext Time (p_c), s		1.5		62.1		0.4		53.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	1153	18	23	2008	21	25	105	26	47	143	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	35	1253	20	25	2183	23	27	114	28	51	155	99
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	2218	35	341	2232	23	95	372	85	101	277	161
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	175	3565	57	433	3588	38	179	1250	284	198	929	541
Grp Volume(v), veh/h	35	622	651	25	1075	1131	169	0	0	305	0	0
Grp Sat Flow(s),veh/h/ln	175	1770	1853	433	1770	1856	1713	0	0	1668	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	15.3	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	0.16		0.17	0.17		0.32
Lane Grp Cap(c), veh/h	181	1101	1153	341	1101	1155	552	0	0	539	0	0
V/C Ratio(X)	0.19	0.56	0.56	0.07	0.98	0.98	0.31	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	191	1203	1260	367	1203	1262	552	0	0	539	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.14	0.14	0.14	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	27.2	0.0	0.0	29.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.4	0.4	0.0	5.2	5.5	1.4	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.2	0.0	2.4	2.6	6.9	0.0	0.0	12.4	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.4	0.4	0.0	5.2	5.5	28.6	0.0	0.0	34.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		1308			2231			169			305	
Approach Delay, s/veh		0.4			5.3			28.6			34.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.8		66.2		33.8		66.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s		9.2		2.0		17.3		2.0
Green Ext Time (p_c), s		2.6		60.2		1.6		60.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	86	1112	47	66	1766	45	26	447	17	45	802	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	93	1209	51	72	1920	49	28	486	18	49	872	272
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	1945	82	318	1982	50	41	826	38	69	833	271
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	221	3461	146	439	3527	90	2	2307	106	85	2326	756
Grp Volume(v), veh/h	93	618	642	72	959	1010	248	0	284	631	0	562
Grp Sat Flow(s),veh/h/ln	221	1770	1837	439	1770	1847	738	0	1676	1605	0	1562
Q Serve(g_s), s	10.3	0.0	0.0	0.0	0.0	0.0	0.4	0.0	13.1	22.7	0.0	35.8
Cycle Q Clear(g_c), s	13.7	0.0	0.0	0.0	0.0	0.0	35.8	0.0	13.1	35.8	0.0	35.8
Prop In Lane	1.00		0.08	1.00		0.05	0.11		0.06	0.08		0.48
Lane Grp Cap(c), veh/h	189	994	1032	318	994	1038	304	0	600	614	0	559
V/C Ratio(X)	0.49	0.62	0.62	0.23	0.96	0.97	0.81	0.00	0.47	1.03	0.00	1.00
Avail Cap(c_a), veh/h	190	1009	1047	322	1009	1053	304	0	600	614	0	559
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	28.6	0.0	24.8	33.5	0.0	32.1
Incr Delay (d2), s/veh	1.7	1.0	0.9	0.0	3.4	4.0	20.6	0.0	2.7	44.0	0.0	39.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.5	0.5	0.0	1.4	1.7	11.4	0.0	10.7	43.9	0.0	38.6
LnGrp Delay(d),s/veh	2.1	1.0	0.9	0.0	3.4	4.0	49.2	0.0	27.5	77.5	0.0	71.2
LnGrp LOS	A	A	A	A	A	A	D		C	F		F
Approach Vol, veh/h		1353			2041			532			1193	
Approach Delay, s/veh		1.0			3.6			37.6			74.5	
Approach LOS		A			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.8		59.2		40.8		59.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		35.0		57.0		35.0		57.0
Max Q Clear Time (g_c+I1), s		37.8		15.7		37.8		2.0
Green Ext Time (p_c), s		0.0		38.4		0.0		50.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	1104	71	146	1728	70	89	1117	100	72	1308	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	82	1200	77	159	1878	76	97	1214	109	78	1422	167
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1790	115	301	1838	74	72	1380	617	102	1246	145
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	224	3378	217	431	3468	139	320	3539	1583	413	3194	372
Grp Volume(v), veh/h	82	628	649	159	952	1002	97	1214	109	78	783	806
Grp Sat Flow(s),veh/h/ln	224	1770	1825	431	1770	1838	320	1770	1583	413	1770	1797
Q Serve(g_s), s	0.0	0.0	0.0	0.0	53.0	52.4	0.0	31.8	4.5	7.2	39.0	39.0
Cycle Q Clear(g_c), s	53.0	0.0	0.0	0.0	53.0	52.4	39.0	31.8	4.5	39.0	39.0	39.0
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	72	938	967	301	938	974	72	1380	617	102	690	701
V/C Ratio(X)	1.14	0.67	0.67	0.53	1.01	1.03	1.35	0.88	0.18	0.77	1.13	1.15
Avail Cap(c_a), veh/h	72	938	967	301	938	974	72	1380	617	102	690	701
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.27	0.27	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	0.0	0.0	0.0	50.0	28.3	20.0	48.6	30.5	30.5
Incr Delay (d2), s/veh	133.5	1.4	1.3	0.5	19.2	23.0	223.9	8.3	0.6	41.9	77.5	83.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	0.6	0.7	0.1	9.0	11.2	11.6	23.9	3.7	6.0	60.9	64.0
LnGrp Delay(d),s/veh	160.0	1.4	1.3	0.5	19.2	23.0	273.9	36.6	20.6	90.6	108.0	114.1
LnGrp LOS	F	A	A	A	F	F	F	D	C	F	F	F
Approach Vol, veh/h		1359			2113			1420			1667	
Approach Delay, s/veh		10.9			19.6			51.6			110.1	
Approach LOS		B			B			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.0		57.0		43.0		57.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		53.0		39.0		53.0
Max Q Clear Time (g_c+I1), s		41.0		55.0		41.0		55.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	1183	34	205	1858	39	29	272	58	81	507	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	74	1286	37	223	2020	42	32	296	63	88	551	53
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2214	64	332	2234	46	72	432	92	188	485	47
Arrive On Green	1.00	1.00	1.00	0.84	0.84	0.84	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	202	3513	101	413	3546	73	812	1490	317	1018	1673	161
Grp Volume(v), veh/h	74	647	676	223	1005	1057	32	0	359	88	0	604
Grp Sat Flow(s),veh/h/ln	202	1770	1845	413	1770	1850	812	0	1807	1018	0	1834
Q Serve(g_s), s	24.3	0.0	0.0	31.1	37.6	38.7	0.0	0.0	17.6	8.4	0.0	29.0
Cycle Q Clear(g_c), s	63.0	0.0	0.0	31.1	37.6	38.7	29.0	0.0	17.6	26.0	0.0	29.0
Prop In Lane	1.00		0.05	1.00		0.04	1.00		0.18	1.00		0.09
Lane Grp Cap(c), veh/h	121	1115	1162	332	1115	1165	72	0	524	188	0	532
V/C Ratio(X)	0.61	0.58	0.58	0.67	0.90	0.91	0.44	0.00	0.69	0.47	0.00	1.14
Avail Cap(c_a), veh/h	121	1115	1162	332	1115	1165	72	0	524	188	0	532
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	5.5	6.0	6.1	50.0	0.0	31.5	43.0	0.0	35.5
Incr Delay (d2), s/veh	6.1	0.5	0.5	0.5	1.1	1.1	18.6	0.0	7.1	8.1	0.0	82.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.3	0.3	4.3	19.5	20.9	2.3	0.0	14.9	5.0	0.0	48.1
LnGrp Delay(d),s/veh	29.5	0.5	0.5	6.0	7.1	7.3	68.6	0.0	38.6	51.1	0.0	117.5
LnGrp LOS	C	A	A	A	A	A	E		D	D		F
Approach Vol, veh/h		1397			2285			391			692	
Approach Delay, s/veh		2.1			7.1			41.0			109.1	
Approach LOS		A			A			D			F	

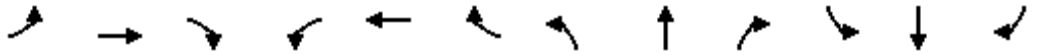
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		67.0		33.0		67.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		29.0		63.0		29.0		63.0
Max Q Clear Time (g_c+I1), s		31.0		65.0		31.0		40.7
Green Ext Time (p_c), s		0.0		0.0		0.0		21.8

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	86	1259	3	8	1865	78	9	5	3	165	17	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	93	1368	3	9	2027	85	10	5	3	179	18	173
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2029	4	293	1939	81	176	88	53	249	21	204
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	192	3623	8	394	3463	144	979	489	294	1774	151	1455
Grp Volume(v), veh/h	93	668	703	9	1029	1083	18	0	0	179	0	191
Grp Sat Flow(s),veh/h/ln	192	1770	1861	394	1770	1837	1762	0	0	1774	0	1606
Q Serve(g_s), s	0.0	0.0	0.0	1.0	56.0	56.0	0.8	0.0	0.0	9.6	0.0	11.6
Cycle Q Clear(g_c), s	56.0	0.0	0.0	1.0	56.0	56.0	0.8	0.0	0.0	9.6	0.0	11.6
Prop In Lane	1.00		0.00	1.00		0.08	0.56		0.17	1.00		0.91
Lane Grp Cap(c), veh/h	72	991	1042	293	991	1029	317	0	0	249	0	225
V/C Ratio(X)	1.29	0.67	0.67	0.03	1.04	1.05	0.06	0.00	0.00	0.72	0.00	0.85
Avail Cap(c_a), veh/h	72	991	1042	293	991	1029	317	0	0	284	0	257
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	9.9	22.0	22.0	34.0	0.0	0.0	41.1	0.0	41.9
Incr Delay (d2), s/veh	190.4	1.4	1.3	0.0	20.9	26.5	0.3	0.0	0.0	7.4	0.0	20.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.4	0.7	0.7	0.2	57.6	62.5	0.8	0.0	0.0	9.0	0.0	10.6
LnGrp Delay(d),s/veh	218.4	1.4	1.3	9.9	42.9	48.5	34.3	0.0	0.0	48.5	0.0	62.4
LnGrp LOS	F	A	A	A	F	F	C			D		E
Approach Vol, veh/h		1464			2121			18			370	
Approach Delay, s/veh		15.2			45.6			34.3			55.7	
Approach LOS		B			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.0		60.0		18.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		2.8		58.0		13.6		58.0
Green Ext Time (p_c), s		0.0		0.0		0.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	1180	149	78	1793	30	0	309	109	0	484	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	45	1283	162	85	1949	33	0	336	118	0	526	118
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	77	1772	223	167	1995	34	0	475	167	0	531	119
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	218	3165	398	367	3562	60	0	1318	463	0	1474	331
Grp Volume(v), veh/h	45	715	730	85	966	1016	0	0	454	0	0	644
Grp Sat Flow(s),veh/h/ln	218	1770	1793	367	1770	1852	0	0	1781	0	0	1804
Q Serve(g_s), s	2.5	29.8	30.3	22.3	52.8	53.5	0.0	0.0	21.9	0.0	0.0	35.5
Cycle Q Clear(g_c), s	56.0	29.8	30.3	52.6	52.8	53.5	0.0	0.0	21.9	0.0	0.0	35.5
Prop In Lane	1.00		0.22	1.00		0.03	0.00		0.26	0.00		0.18
Lane Grp Cap(c), veh/h	77	991	1004	167	991	1037	0	0	641	0	0	650
V/C Ratio(X)	0.58	0.72	0.73	0.51	0.97	0.98	0.00	0.00	0.71	0.00	0.00	0.99
Avail Cap(c_a), veh/h	77	991	1004	167	991	1037	0	0	641	0	0	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.46	0.46	0.46	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.9	16.2	16.3	35.9	21.3	21.5	0.0	0.0	27.5	0.0	0.0	31.8
Incr Delay (d2), s/veh	7.3	1.8	1.8	1.2	13.8	14.5	0.0	0.0	6.5	0.0	0.0	33.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	20.2	20.6	4.0	35.3	37.5	0.0	0.0	17.5	0.0	0.0	31.5
LnGrp Delay(d),s/veh	57.1	18.0	18.2	37.1	35.1	35.9	0.0	0.0	34.0	0.0	0.0	65.1
LnGrp LOS	E	B	B	D	D	D			C			E
Approach Vol, veh/h		1490			2067			454			644	
Approach Delay, s/veh		19.3			35.6			34.0			65.1	
Approach LOS		B			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		23.9		58.0		37.5		55.5
Green Ext Time (p_c), s		5.8		0.0		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	42	1132	70	79	1470	13	0	835	69	0	870	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	46	1230	76	86	1598	14	0	908	75	0	946	114
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	162	1903	117	203	2020	18	0	1185	98	0	1139	137
Arrive On Green	0.56	0.56	0.56	0.75	0.75	0.75	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	313	3386	209	420	3595	31	0	3404	273	0	3275	383
Grp Volume(v), veh/h	46	642	664	86	786	826	0	485	498	0	526	534
Grp Sat Flow(s),veh/h/ln	313	1770	1826	420	1770	1857	0	1770	1814	0	1770	1795
Q Serve(g_s), s	12.3	24.9	25.0	16.5	27.4	27.5	0.0	24.3	24.3	0.0	27.2	27.2
Cycle Q Clear(g_c), s	39.8	24.9	25.0	41.5	27.4	27.5	0.0	24.3	24.3	0.0	27.2	27.2
Prop In Lane	1.00		0.11	1.00		0.02	0.00		0.15	0.00		0.21
Lane Grp Cap(c), veh/h	162	994	1026	203	994	1044	0	634	650	0	634	643
V/C Ratio(X)	0.28	0.65	0.65	0.42	0.79	0.79	0.00	0.77	0.77	0.00	0.83	0.83
Avail Cap(c_a), veh/h	164	1009	1041	206	1009	1059	0	634	650	0	634	643
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	15.1	15.1	20.8	9.0	9.0	0.0	28.4	28.4	0.0	29.3	29.3
Incr Delay (d2), s/veh	0.6	0.8	0.8	0.1	0.4	0.4	0.0	8.6	8.4	0.0	12.0	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	16.8	17.3	2.6	14.7	15.7	0.0	19.4	19.7	0.0	21.7	21.9
LnGrp Delay(d),s/veh	30.4	15.9	15.9	21.0	9.4	9.4	0.0	37.0	36.8	0.0	41.3	41.2
LnGrp LOS	C	B	B	C	A	A		D	D		D	D
Approach Vol, veh/h		1352			1698			983			1060	
Approach Delay, s/veh		16.4			10.0			36.9			41.3	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		39.8		60.2		39.8		60.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		35.0		57.0		35.0		57.0
Max Q Clear Time (g_c+I1), s		26.3		41.8		29.2		43.5
Green Ext Time (p_c), s		7.0		14.2		4.9		12.7

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	111	1113	70	99	1446	38	98	884	130	110	1038	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	121	1210	76	108	1572	41	107	961	141	120	1128	145
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1405	629	202	1445	38	143	1203	622	209	1105	142
Arrive On Green	0.04	0.40	0.40	0.05	0.41	0.41	0.04	0.34	0.34	0.05	0.35	0.35
Sat Flow, veh/h	1774	3539	1583	1774	3524	92	1774	3539	1583	1774	3156	405
Grp Volume(v), veh/h	121	1210	76	108	788	825	107	961	141	120	631	642
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1847	1774	1770	1583	1774	1770	1791
Q Serve(g_s), s	4.0	31.3	3.0	3.6	41.0	41.0	4.0	24.6	5.9	4.4	35.0	35.0
Cycle Q Clear(g_c), s	4.0	31.3	3.0	3.6	41.0	41.0	4.0	24.6	5.9	4.4	35.0	35.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	143	1405	629	202	726	757	143	1203	622	209	619	627
V/C Ratio(X)	0.85	0.86	0.12	0.54	1.09	1.09	0.75	0.80	0.23	0.58	1.02	1.02
Avail Cap(c_a), veh/h	143	1405	629	214	726	757	143	1203	622	209	619	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	27.6	19.1	22.6	29.5	29.5	26.2	29.9	20.2	23.9	32.5	32.5
Incr Delay (d2), s/veh	26.2	4.0	0.1	1.4	53.1	54.1	19.4	5.6	0.8	3.8	41.2	42.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	21.5	2.4	3.3	55.2	58.0	4.8	18.8	4.9	4.2	43.4	44.2
LnGrp Delay(d),s/veh	51.8	31.6	19.2	24.0	82.6	83.6	45.6	35.5	21.1	27.7	73.7	74.5
LnGrp LOS	D	C	B	C	F	F	D	D	C	C	F	F
Approach Vol, veh/h		1407			1721			1209			1393	
Approach Delay, s/veh		32.7			79.4			34.7			70.1	
Approach LOS		C			E			C			E	

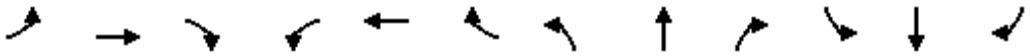
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	38.0	9.3	43.7	8.0	39.0	8.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	34.0	6.0	39.0	4.0	35.0	4.0	41.0
Max Q Clear Time (g_c+I1), s	6.4	26.6	5.6	33.3	6.0	37.0	6.0	43.0
Green Ext Time (p_c), s	0.0	6.5	0.0	5.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	56.2
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	871	617	63	1573	45	0	0	0	99	25	11
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	7	947	671	68	1710	49				108	27	12
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	40	2033	939	256	2084	60				426	106	47
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Sat Flow, veh/h	6	3429	1583	311	3514	100				1302	325	145
Grp Volume(v), veh/h	509	445	671	68	858	901				147	0	0
Grp Sat Flow(s),veh/h/ln	1825	1610	1583	311	1770	1845				1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				6.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				6.1	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.05				0.73		0.08
Lane Grp Cap(c), veh/h	1119	955	939	256	1049	1094				579	0	0
V/C Ratio(X)	0.45	0.47	0.71	0.27	0.82	0.82				0.25	0.00	0.00
Avail Cap(c_a), veh/h	1355	1176	1156	299	1292	1347				579	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.55	0.55	0.55				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				24.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.8	0.3	1.9	2.0				1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.1	0.4	0.0	1.0	1.1				5.7	0.0	0.0
LnGrp Delay(d),s/veh	0.1	0.2	0.8	0.3	1.9	2.0				25.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				C		
Approach Vol, veh/h		1625			1827						147	
Approach Delay, s/veh		0.4			1.9						25.8	
Approach LOS		A			A						C	

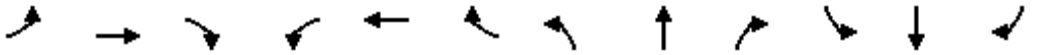
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				63.3		36.7		63.3
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				73.0		19.0		73.0
Max Q Clear Time (g_c+I1), s				2.0		8.1		2.0
Green Ext Time (p_c), s				57.3		0.5		57.3

Intersection Summary	
HCM 2010 Ctrl Delay	2.2
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	938	0	0	982	39	739	35	50	21	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.96			0.99	
Satd. Flow (prot)	1770	3539			3519		1681	1671			1654	
Flt Permitted	0.10	1.00			1.00		0.73	0.72			0.87	
Satd. Flow (perm)	194	3539			3519		1284	1259			1456	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	1020	0	0	1067	42	803	38	54	23	0	68
RTOR Reduction (vph)	0	0	0	0	3	0	0	5	0	0	15	0
Lane Group Flow (vph)	11	1020	0	0	1106	0	450	440	0	0	76	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	38.4	38.4			38.4		53.6	53.6			53.6	
Effective Green, g (s)	38.4	38.4			38.4		53.6	53.6			53.6	
Actuated g/C Ratio	0.38	0.38			0.38		0.54	0.54			0.54	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	74	1358			1351		688	674			780	
v/s Ratio Prot		0.29			c0.31							
v/s Ratio Perm	0.06						c0.35	0.35			0.05	
v/c Ratio	0.15	0.75			0.82		0.65	0.65			0.10	
Uniform Delay, d1	20.1	26.7			27.7		16.6	16.6			11.4	
Progression Factor	0.94	0.77			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.9	2.2			4.0		4.8	4.9			0.2	
Delay (s)	19.8	22.7			31.7		21.4	21.4			11.6	
Level of Service	B	C			C		C	C			B	
Approach Delay (s)		22.7			31.7			21.4			11.6	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	292	4	242	11	3	6	71	2547	5	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	317	4	263	12	3	7	77	2768	5			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	119	0	712	108	16	712	56	2130	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	0	1583	0	34	1583	133	5113	1583			
Grp Volume(v), veh/h	321	0	263	15	0	7	1071	1774	5			
Grp Sat Flow(s),veh/h/ln	0	0	1583	34	0	1583	1856	1695	1583			
Q Serve(g_s), s	0.0	0.0	6.6	0.0	0.0	0.1	25.0	25.0	0.1			
Cycle Q Clear(g_c), s	27.0	0.0	6.6	27.0	0.0	0.1	25.0	25.0	0.1			
Prop In Lane	0.99		1.00	0.80		1.00	0.07		1.00			
Lane Grp Cap(c), veh/h	119	0	712	124	0	712	773	1413	660			
V/C Ratio(X)	2.69	0.00	0.37	0.12	0.00	0.01	1.38	1.26	0.01			
Avail Cap(c_a), veh/h	119	0	712	124	0	712	773	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	10.9	15.0	0.0	9.1	17.5	17.5	10.2			
Incr Delay (d2), s/veh	784.6	0.0	0.3	0.4	0.0	0.0	181.1	121.1	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	50.3	0.0	5.2	0.3	0.0	0.1	92.8	63.6	0.1			
LnGrp Delay(d),s/veh	814.6	0.0	11.2	15.4	0.0	9.1	198.6	138.6	10.3			
LnGrp LOS	F		B	B		A	F	F	B			
Approach Vol, veh/h		584			22			2850				
Approach Delay, s/veh		452.8			13.4			160.9				
Approach LOS		F			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		27.0		29.0				29.0
Green Ext Time (p_c), s		0.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	209.3
HCM 2010 LOS	F

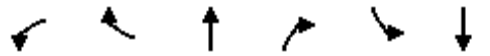
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	9	9	0	0	0	16	3064	127	163	3195	15
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	15	10	10				17	3330	138	177	3473	16
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	44	44	69				44	5241	220	109	4552	1417
Arrive On Green	0.02	0.02	0.02				0.90	0.90	0.90	0.90	0.90	0.90
Sat Flow, veh/h	1774	1770	2787				8	5855	245	49	5085	1583
Grp Volume(v), veh/h	15	10	10				942	1614	929	177	3473	16
Grp Sat Flow(s),veh/h/ln	1774	1770	1393				1541	1458	1652	49	1695	1583
Q Serve(g_s), s	0.8	0.6	0.4				0.0	13.0	13.5	76.0	22.6	0.1
Cycle Q Clear(g_c), s	0.8	0.6	0.4				10.7	13.0	13.5	89.5	22.6	0.1
Prop In Lane	1.00		1.00				0.02		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	44	44	69				1416	2610	1479	109	4552	1417
V/C Ratio(X)	0.34	0.23	0.14				0.67	0.62	0.63	1.62	0.76	0.01
Avail Cap(c_a), veh/h	834	832	1310				1416	2610	1479	109	4552	1417
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	47.8	47.7				1.1	1.2	1.3	37.0	1.7	0.6
Incr Delay (d2), s/veh	4.5	2.6	0.9				2.5	1.1	2.0	317.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.5	0.3				10.3	9.1	10.7	22.7	15.4	0.1
LnGrp Delay(d),s/veh	52.4	50.4	48.7				3.6	2.3	3.3	354.2	3.0	0.6
LnGrp LOS	D	D	D				A	A	A	F	A	A
Approach Vol, veh/h		35						3485			3666	
Approach Delay, s/veh		50.8						2.9			19.9	
Approach LOS		D						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		93.5		6.5		93.5		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		15.5		2.8		91.5		
Green Ext Time (p_c), s		0.5		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	274	0	0	2612	109	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	1863			3539	1769	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	1863			3539	1769	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	298	0	0	2839	118	4
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	298	0	0	2839	120	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	71.0			71.0	21.0	
Effective Green, g (s)	71.0			71.0	21.0	
Actuated g/C Ratio	0.71			0.71	0.21	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1322			2512	371	
v/s Ratio Prot	0.16			c0.80	c0.07	
v/s Ratio Perm						
v/c Ratio	0.23			1.13	0.32	
Uniform Delay, d1	5.0			14.5	33.5	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			64.3	2.3	
Delay (s)	5.1			78.8	35.8	
Level of Service	A			E	D	
Approach Delay (s)	5.1			78.8	35.8	
Approach LOS	A			E	D	

Intersection Summary			
HCM 2000 Control Delay	70.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	85	83	2357	0	0	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.93		1.00			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	3263		3539			3539
Flt Permitted	0.98		1.00			1.00
Satd. Flow (perm)	3263		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	90	2562	0	0	395
RTOR Reduction (vph)	4	0	0	0	0	0
Lane Group Flow (vph)	178	0	2562	0	0	395
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	10.8		81.2			81.2
Effective Green, g (s)	10.8		81.2			81.2
Actuated g/C Ratio	0.11		0.81			0.81
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	352		2873			2873
v/s Ratio Prot	c0.05		c0.72			0.11
v/s Ratio Perm						
v/c Ratio	0.51		0.89			0.14
Uniform Delay, d1	42.1		6.4			2.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.2		4.7			0.1
Delay (s)	43.2		11.1			2.1
Level of Service	D		B			A
Approach Delay (s)	43.2		11.1			2.1
Approach LOS	D		B			A

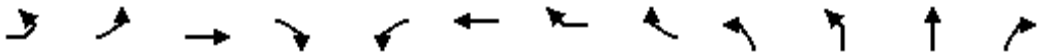
Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	677	83	0	693	515	422	0	306	997
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1760	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1760	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	736	90	0	753	560	459	0	333	1084
RTOR Reduction (vph)	0	0	0	0	10	243	0	0	0
Lane Group Flow (vph)	736	90	0	753	596	170	0	333	1084
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	312	267		281	1583
v/s Ratio Prot	0.21	0.06		0.21	c0.34				
v/s Ratio Perm						0.11		0.21	c0.68
v/c Ratio	0.28	0.32		0.29	1.91	0.64		1.19	0.68
Uniform Delay, d1	4.0	32.3		4.1	37.0	34.3		37.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	3.0		0.3	421.6	11.0		113.4	2.4
Delay (s)	4.3	35.2		4.3	458.6	45.3		150.4	2.4
Level of Service	A	D		A	F	D		F	A
Approach Delay (s)	7.7			4.3	291.1		37.2		
Approach LOS	A			A	F		D		

Intersection Summary			
HCM 2000 Control Delay	89.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

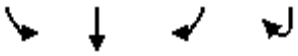


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	275	20	999	81	106	663	742	12	52	470	46	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.92				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3257				1681	1698	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3257				1011	1698	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	22	1086	88	115	721	807	13	57	511	50	155
RTOR Reduction (vph)	0	0	0	45	0	0	0	0	0	0	0	127
Lane Group Flow (vph)	0	321	1086	43	115	1541	0	0	0	307	311	28
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	51.2	51.2	12.1	56.3				7.0	7.0	19.1
Effective Green, g (s)		8.0	51.2	51.2	12.1	56.3				7.0	7.0	19.1
Actuated g/C Ratio		0.08	0.49	0.49	0.12	0.54				0.07	0.07	0.18
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1725	771	203	1746				67	113	287
v/s Ratio Prot			0.31		0.06	c0.47					0.18	0.01
v/s Ratio Perm		c0.34		0.03						c0.30		0.01
v/c Ratio		4.59	0.63	0.06	0.57	0.97dr				4.58	2.75	0.10
Uniform Delay, d1		48.5	19.9	14.2	44.0	21.4				49.0	49.0	35.8
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		1645.8	1.8	0.1	3.6	6.8				1645.6	812.8	0.2
Delay (s)		1694.3	21.6	14.3	47.6	28.3				1694.6	861.8	35.9
Level of Service		F	C	B	D	C				F	F	D
Approach Delay (s)			380.4			29.6					1026.9	
Approach LOS			F			C					F	

Intersection Summary			
HCM 2000 Control Delay	345.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.53		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

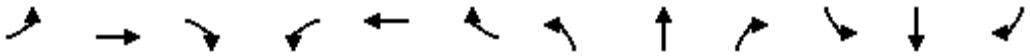


Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	50	83	10	31
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3362		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3362		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	90	11	34
RTOR Reduction (vph)	0	31	0	0
Lane Group Flow (vph)	54	104	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	8.7	8.7		
Effective Green, g (s)	8.7	8.7		
Actuated g/C Ratio	0.08	0.08		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	146	278		
v/s Ratio Prot	0.03	c0.03		
v/s Ratio Perm				
v/c Ratio	0.37	0.37		
Uniform Delay, d1	45.6	45.6		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.6	0.8		
Delay (s)	47.1	46.4		
Level of Service	D	D		
Approach Delay (s)		46.6		
Approach LOS		D		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1195	405	64	1271	0	0	0	0	580	14	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.95	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1624	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1624	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1299	440	70	1382	0	0	0	0	630	15	140
RTOR Reduction (vph)	0	0	216	0	0	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	1299	224	70	1382	0	0	0	0	403	359	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		46.3	46.3	7.8	58.1					22.9	22.9	
Effective Green, g (s)		46.3	46.3	7.8	58.1					22.9	22.9	
Actuated g/C Ratio		0.51	0.51	0.09	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1802	806	151	2262					423	409	
v/s Ratio Prot		c0.37		0.04	c0.39							
v/s Ratio Perm			0.14							c0.24	0.22	
v/c Ratio		0.72	0.28	0.46	0.61					0.95	0.88	
Uniform Delay, d1		17.3	12.7	39.6	9.7					33.5	32.7	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		2.5	0.9	2.2	0.5					31.7	18.6	
Delay (s)		19.8	13.6	41.8	10.2					65.2	51.3	
Level of Service		B	B	D	B					E	D	
Approach Delay (s)		18.2			11.7			0.0			58.4	
Approach LOS		B			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	106.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	1637	0	0	834	596	377	0	151	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.27	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	506	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	208	1779	0	0	907	648	410	0	164	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	255	0	0	135	0	0	0
Lane Group Flow (vph)	208	1779	0	0	907	393	410	0	29	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	54.6	54.6			54.6	54.6	16.0		16.0			
Effective Green, g (s)	54.6	54.6			54.6	54.6	16.0		16.0			
Actuated g/C Ratio	0.61	0.61			0.61	0.61	0.18		0.18			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	306	2146			2146	960	610		281			
v/s Ratio Prot		c0.50			0.26		c0.12					
v/s Ratio Perm	0.41					0.25			0.02			
v/c Ratio	0.68	0.83			0.42	0.41	0.67		0.10			
Uniform Delay, d1	11.8	14.0			9.4	9.3	34.6		31.0			
Progression Factor	1.00	1.00			0.48	0.99	1.00		1.00			
Incremental Delay, d2	11.6	3.9			0.6	1.3	2.9		0.2			
Delay (s)	23.4	17.9			5.1	10.5	37.5		31.2			
Level of Service	C	B			A	B	D		C			
Approach Delay (s)		18.5			7.3			35.7			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	287	1623	79	201	1382	139	97	1158	257	117	1353	238
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	312	1764	86	218	1502	151	105	1259	279	127	1471	259
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1203	58	161	1073	107	132	2441	839	176	2089	367
Arrive On Green	0.07	0.35	0.35	0.05	0.33	0.33	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1774	3437	166	1774	3251	324	279	5085	1583	336	4353	765
Grp Volume(v), veh/h	312	903	947	218	812	841	105	1259	279	127	1145	585
Grp Sat Flow(s),veh/h/ln	1774	1770	1833	1774	1770	1806	279	1695	1583	336	1695	1728
Q Serve(g_s), s	7.0	35.0	35.0	5.0	33.0	33.0	21.4	17.1	10.1	30.9	26.5	26.6
Cycle Q Clear(g_c), s	7.0	35.0	35.0	5.0	33.0	33.0	48.0	17.1	10.1	48.0	26.5	26.6
Prop In Lane	1.00		0.09	1.00		0.18	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	196	619	642	161	584	596	132	2441	839	176	1627	829
V/C Ratio(X)	1.59	1.46	1.48	1.36	1.39	1.41	0.80	0.52	0.33	0.72	0.70	0.71
Avail Cap(c_a), veh/h	196	619	642	161	584	596	132	2441	839	176	1627	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	32.5	32.5	30.4	33.5	33.5	43.9	18.0	13.4	37.4	20.4	20.4
Incr Delay (d2), s/veh	267.9	206.7	215.1	184.8	182.6	191.8	38.0	0.8	1.1	22.6	2.6	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.8	90.9	96.7	18.5	82.2	86.6	7.7	12.8	8.1	8.1	18.9	19.9
LnGrp Delay(d),s/veh	294.8	239.2	247.6	215.2	216.1	225.3	81.9	18.8	14.5	60.0	23.0	25.4
LnGrp LOS	F	F	F	F	F	F	F	B	B	E	C	C
Approach Vol, veh/h		2162			1871			1643			1857	
Approach Delay, s/veh		250.9			220.1			22.1			26.3	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		52.0	9.0	39.0		52.0	11.0	37.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		48.0	5.0	35.0		48.0	7.0	33.0
Max Q Clear Time (g_c+I1), s		50.0	7.0	37.0		50.0	9.0	35.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	138.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	1816	55	108	1569	91	41	163	96	58	98	57
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	92	1974	60	117	1705	99	45	177	104	63	107	62
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	2596	78	155	2517	145	69	167	92	92	121	61
Arrive On Green	0.74	0.74	0.74	1.00	1.00	1.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	260	3508	106	207	3402	196	157	930	509	255	671	338
Grp Volume(v), veh/h	92	991	1043	117	881	923	326	0	0	232	0	0
Grp Sat Flow(s),veh/h/ln	260	1770	1844	207	1770	1828	1595	0	0	1263	0	0
Q Serve(g_s), s	14.3	33.1	33.9	40.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.3	33.1	33.9	74.0	0.0	0.0	18.0	0.0	0.0	18.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.11	0.14		0.32	0.27		0.27
Lane Grp Cap(c), veh/h	264	1310	1365	155	1310	1353	328	0	0	273	0	0
V/C Ratio(X)	0.35	0.76	0.76	0.75	0.67	0.68	0.99	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	264	1310	1365	155	1310	1353	328	0	0	273	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.2	7.7	7.8	22.7	0.0	0.0	41.9	0.0	0.0	40.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	11.0	0.8	0.8	48.1	0.0	0.0	26.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	17.7	18.9	6.0	0.5	0.5	19.3	0.0	0.0	13.2	0.0	0.0
LnGrp Delay(d),s/veh	5.3	7.9	8.0	33.8	0.8	0.8	89.9	0.0	0.0	67.2	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	F			E		
Approach Vol, veh/h		2126			1921			326			232	
Approach Delay, s/veh		7.9			2.8			89.9			67.2	
Approach LOS		A			A			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.0		78.0		22.0		78.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		18.0		74.0		18.0		74.0
Max Q Clear Time (g_c+I1), s		20.0		35.9		20.0		76.0
Green Ext Time (p_c), s		0.0		37.5		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	1870	36	20	1638	48	18	201	20	46	201	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	79	2033	39	22	1780	52	20	218	22	50	218	78
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	2319	44	202	2293	67	58	421	41	88	307	103
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	253	3552	68	200	3512	102	71	1575	152	176	1148	385
Grp Volume(v), veh/h	79	1009	1063	22	893	939	260	0	0	346	0	0
Grp Sat Flow(s),veh/h/ln	253	1770	1851	200	1770	1845	1798	0	0	1709	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0	18.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.06	0.08		0.08	0.14		0.23
Lane Grp Cap(c), veh/h	237	1155	1208	202	1155	1204	519	0	0	498	0	0
V/C Ratio(X)	0.33	0.87	0.88	0.11	0.77	0.78	0.50	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	244	1203	1259	208	1203	1254	519	0	0	498	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	0.42	0.42	0.42	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	31.3	0.0	0.0	33.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	4.0	4.1	0.1	1.3	1.3	3.4	0.0	0.0	7.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	2.3	2.5	0.0	0.8	0.8	10.9	0.0	0.0	15.0	0.0	0.0
LnGrp Delay(d),s/veh	0.4	4.0	4.1	0.1	1.3	1.3	34.7	0.0	0.0	41.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			D		
Approach Vol, veh/h		2151			1854			260			346	
Approach Delay, s/veh		3.9			1.3			34.7			41.2	
Approach LOS		A			A			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		30.7		69.3		30.7		69.3
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s		14.1		2.0		20.2		2.0
Green Ext Time (p_c), s		2.7		63.3		1.4		63.3

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	164	1768	44	45	1642	83	36	672	40	63	735	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	178	1922	48	49	1785	90	39	730	43	68	799	132
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	2223	55	211	2161	108	39	607	51	53	520	123
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	242	3529	88	221	3430	172	0	2093	175	42	1793	425
Grp Volume(v), veh/h	178	960	1010	49	915	960	403	0	409	496	0	503
Grp Sat Flow(s),veh/h/ln	242	1770	1847	221	1770	1832	603	0	1664	640	0	1620
Q Serve(g_s), s	63.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	5.8	0.0	29.0
Cycle Q Clear(g_c), s	63.0	0.0	0.0	0.0	0.0	0.0	29.0	0.0	23.2	29.0	0.0	29.0
Prop In Lane	1.00		0.05	1.00		0.09	0.10		0.11	0.14		0.26
Lane Grp Cap(c), veh/h	225	1115	1164	211	1115	1154	214	0	483	226	0	470
V/C Ratio(X)	0.79	0.86	0.87	0.23	0.82	0.83	1.88	0.00	0.85	2.19	0.00	1.07
Avail Cap(c_a), veh/h	225	1115	1164	211	1115	1154	214	0	483	226	0	470
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.33	0.33	0.33	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.5	0.0	0.0	0.0	0.0	0.0	31.4	0.0	33.4	37.5	0.0	35.5
Incr Delay (d2), s/veh	7.4	2.9	3.0	0.2	1.7	1.8	412.1	0.0	16.7	549.0	0.0	62.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	1.6	1.7	0.0	1.0	1.1	52.9	0.0	18.7	73.4	0.0	37.8
LnGrp Delay(d),s/veh	11.9	2.9	3.0	0.2	1.7	1.8	443.4	0.0	50.1	586.6	0.0	97.5
LnGrp LOS	B	A	A	A	A	A	F		D	F		F
Approach Vol, veh/h		2148			1924			812			999	
Approach Delay, s/veh		3.7			1.7			245.2			340.1	
Approach LOS		A			A			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		67.0		33.0		67.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		29.0		63.0		29.0		63.0
Max Q Clear Time (g_c+I1), s		31.0		65.0		31.0		2.0
Green Ext Time (p_c), s		0.0		0.0		0.0		59.5

Intersection Summary	
HCM 2010 Ctrl Delay	93.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	1713	59	88	1443	137	81	1393	90	115	1214	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	135	1862	64	96	1568	149	88	1514	98	125	1320	118
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	1890	65	197	1770	167	72	1340	600	72	1245	111
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	283	3492	119	231	3270	308	370	3539	1583	313	3288	293
Grp Volume(v), veh/h	135	939	987	96	842	875	88	1514	98	125	708	730
Grp Sat Flow(s),veh/h/ln	283	1770	1842	231	1770	1808	370	1770	1583	313	1770	1811
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.9	4.1	0.0	37.9	37.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	37.9	37.9	4.1	37.9	37.9	37.9
Prop In Lane	1.00		0.06	1.00		0.17	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	225	958	997	197	958	979	72	1340	600	72	670	686
V/C Ratio(X)	0.60	0.98	0.99	0.49	0.88	0.89	1.22	1.13	0.16	1.74	1.06	1.06
Avail Cap(c_a), veh/h	230	991	1031	201	991	1013	72	1340	600	72	670	686
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	50.0	31.1	20.6	50.0	31.1	31.1
Incr Delay (d2), s/veh	1.4	12.2	14.0	0.8	4.2	4.9	177.5	68.3	0.6	382.3	50.8	52.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	5.0	5.8	0.1	2.0	2.4	10.0	56.1	3.4	17.3	50.2	52.0
LnGrp Delay(d),s/veh	1.4	12.2	14.0	0.8	4.2	4.9	227.5	99.3	21.2	432.3	81.9	83.6
LnGrp LOS	A	B	B	A	A	A	F	F	C	F	F	F
Approach Vol, veh/h		2061			1813			1700			1563	
Approach Delay, s/veh		12.4			4.4			101.5			110.7	
Approach LOS		B			A			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.9		58.1		41.9		58.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		39.9		2.0		39.9		2.0
Green Ext Time (p_c), s		0.0		52.1		0.0		52.1

Intersection Summary	
HCM 2010 Ctrl Delay	53.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	1803	28	98	1701	70	39	513	87	61	397	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	110	1960	30	107	1849	76	42	558	95	66	432	76
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	2319	35	152	2253	92	72	419	71	72	417	73
Arrive On Green	0.86	0.86	0.86	0.86	0.86	0.86	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	231	3568	54	217	3466	142	888	1552	264	776	1543	272
Grp Volume(v), veh/h	110	969	1021	107	938	987	42	0	653	66	0	508
Grp Sat Flow(s),veh/h/ln	231	1770	1853	217	1770	1838	888	0	1816	776	0	1815
Q Serve(g_s), s	39.5	27.4	27.9	37.1	24.4	25.5	0.0	0.0	27.0	0.0	0.0	27.0
Cycle Q Clear(g_c), s	65.0	27.4	27.9	65.0	24.4	25.5	27.0	0.0	27.0	27.0	0.0	27.0
Prop In Lane	1.00		0.03	1.00		0.08	1.00		0.15	1.00		0.15
Lane Grp Cap(c), veh/h	163	1150	1205	152	1150	1195	72	0	490	72	0	490
V/C Ratio(X)	0.67	0.84	0.85	0.70	0.82	0.83	0.58	0.00	1.33	0.92	0.00	1.04
Avail Cap(c_a), veh/h	163	1150	1205	152	1150	1195	72	0	490	72	0	490
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.14	0.14	0.14	0.27	0.27	0.27	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	4.2	4.3	25.3	4.0	4.1	50.0	0.0	36.5	50.0	0.0	36.5
Incr Delay (d2), s/veh	1.5	0.9	0.9	3.8	1.3	1.4	30.2	0.0	162.8	84.5	0.0	50.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	14.7	15.8	4.6	14.0	15.1	3.2	0.0	64.2	6.3	0.0	36.6
LnGrp Delay(d),s/veh	24.4	5.1	5.1	29.2	5.3	5.5	80.2	0.0	199.3	134.5	0.0	87.0
LnGrp LOS	C	A	A	C	A	A	F		F	F		F
Approach Vol, veh/h		2100			2032			695			574	
Approach Delay, s/veh		6.1			6.6			192.1			92.4	
Approach LOS		A			A			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		69.0		31.0		69.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0		65.0		27.0		65.0
Max Q Clear Time (g_c+I1), s		29.0		67.0		29.0		67.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	1709	28	30	1710	49	8	11	9	143	10	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	1858	30	33	1859	53	9	12	10	155	11	145
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	1996	32	206	1968	56	101	134	112	214	14	179
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.20	0.20	0.20	0.12	0.12	0.12
Sat Flow, veh/h	234	3565	57	239	3515	100	505	673	561	1774	113	1487
Grp Volume(v), veh/h	112	920	968	33	932	980	31	0	0	155	0	156
Grp Sat Flow(s),veh/h/ln	234	1770	1853	239	1770	1845	1739	0	0	1774	0	1600
Q Serve(g_s), s	6.1	0.0	0.0	7.0	48.9	49.9	1.5	0.0	0.0	8.4	0.0	9.5
Cycle Q Clear(g_c), s	56.0	0.0	0.0	7.0	48.9	49.9	1.5	0.0	0.0	8.4	0.0	9.5
Prop In Lane	1.00		0.03	1.00		0.05	0.29		0.32	1.00		0.93
Lane Grp Cap(c), veh/h	86	991	1037	206	991	1033	347	0	0	214	0	193
V/C Ratio(X)	1.30	0.93	0.93	0.16	0.94	0.95	0.09	0.00	0.00	0.72	0.00	0.81
Avail Cap(c_a), veh/h	86	991	1037	206	991	1033	347	0	0	284	0	256
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	0.33	0.33	0.33	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	11.2	20.4	20.6	32.6	0.0	0.0	42.4	0.0	42.8
Incr Delay (d2), s/veh	162.1	6.6	6.7	0.1	6.9	7.5	0.5	0.0	0.0	6.1	0.0	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	3.2	3.3	0.8	30.2	32.1	1.3	0.0	0.0	8.0	0.0	8.5
LnGrp Delay(d),s/veh	189.6	6.6	6.7	11.3	27.3	28.1	33.1	0.0	0.0	48.4	0.0	56.0
LnGrp LOS	F	A	A	B	C	C	C			D		E
Approach Vol, veh/h		2000			1945			31			311	
Approach Delay, s/veh		16.9			27.5			33.1			52.3	
Approach LOS		B			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.9		60.0		16.1		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.5		58.0		11.5		51.9
Green Ext Time (p_c), s		0.1		0.0		0.6		4.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	57	1692	117	29	1585	33	0	484	103	0	447	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	62	1839	127	32	1723	36	0	526	112	0	486	99
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	111	1883	129	75	1985	41	0	536	114	0	541	110
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	271	3362	230	222	3545	74	0	1490	317	0	1503	306
Grp Volume(v), veh/h	62	958	1008	32	858	901	0	0	638	0	0	585
Grp Sat Flow(s),veh/h/ln	271	1770	1822	222	1770	1850	0	0	1807	0	0	1809
Q Serve(g_s), s	14.2	51.9	54.5	1.5	41.4	41.8	0.0	0.0	34.9	0.0	0.0	30.6
Cycle Q Clear(g_c), s	56.0	51.9	54.5	56.0	41.4	41.8	0.0	0.0	34.9	0.0	0.0	30.6
Prop In Lane	1.00		0.13	1.00		0.04	0.00		0.18	0.00		0.17
Lane Grp Cap(c), veh/h	111	991	1020	75	991	1036	0	0	650	0	0	651
V/C Ratio(X)	0.56	0.97	0.99	0.42	0.87	0.87	0.00	0.00	0.98	0.00	0.00	0.90
Avail Cap(c_a), veh/h	111	991	1020	75	991	1036	0	0	650	0	0	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.66	0.66	0.66	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	45.6	21.1	21.7	49.9	18.8	18.9	0.0	0.0	31.7	0.0	0.0	30.3
Incr Delay (d2), s/veh	2.1	9.9	13.5	2.5	5.6	5.5	0.0	0.0	30.9	0.0	0.0	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	32.7	36.2	1.7	27.7	28.9	0.0	0.0	30.8	0.0	0.0	25.5
LnGrp Delay(d),s/veh	47.7	31.0	35.2	52.4	24.3	24.4	0.0	0.0	62.6	0.0	0.0	47.9
LnGrp LOS	D	C	D	D	C	C			E			D
Approach Vol, veh/h		2028			1791			638			585	
Approach Delay, s/veh		33.6			24.9			62.6			47.9	
Approach LOS		C			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		36.9		58.0		32.6		58.0
Green Ext Time (p_c), s		0.0		0.0		2.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	1604	73	110	1480	35	0	882	98	0	716	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	76	1743	79	120	1609	38	0	959	107	0	778	63
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	236	2311	104	156	2368	56	0	803	90	0	829	67
Arrive On Green	0.67	0.67	0.67	0.89	0.89	0.89	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	302	3449	155	255	3534	83	0	3304	358	0	3410	268
Grp Volume(v), veh/h	76	889	933	120	804	843	0	528	538	0	415	426
Grp Sat Flow(s),veh/h/ln	302	1770	1835	255	1770	1848	0	1770	1800	0	1770	1815
Q Serve(g_s), s	15.3	33.3	34.1	32.9	12.5	12.6	0.0	25.0	25.0	0.0	23.0	23.0
Cycle Q Clear(g_c), s	27.9	33.3	34.1	67.0	12.5	12.6	0.0	25.0	25.0	0.0	23.0	23.0
Prop In Lane	1.00		0.08	1.00		0.05	0.00		0.20	0.00		0.15
Lane Grp Cap(c), veh/h	236	1186	1230	156	1186	1238	0	442	450	0	442	454
V/C Ratio(X)	0.32	0.75	0.76	0.77	0.68	0.68	0.00	1.19	1.19	0.00	0.94	0.94
Avail Cap(c_a), veh/h	236	1186	1230	156	1186	1238	0	442	450	0	442	454
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	10.9	11.1	27.4	2.5	2.5	0.0	37.5	37.5	0.0	36.7	36.7
Incr Delay (d2), s/veh	0.1	0.3	0.3	2.2	0.1	0.1	0.0	107.8	107.7	0.0	29.8	29.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	18.1	19.2	4.3	6.6	7.2	0.0	45.7	46.5	0.0	21.2	21.6
LnGrp Delay(d),s/veh	14.0	11.2	11.3	29.6	2.6	2.6	0.0	145.3	145.2	0.0	66.5	66.1
LnGrp LOS	B	B	B	C	A	A		F	F		E	E
Approach Vol, veh/h		1898			1767			1066			841	
Approach Delay, s/veh		11.4			4.5			145.2			66.3	
Approach LOS		B			A			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.0		71.0		29.0		71.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		25.0		67.0		25.0		67.0
Max Q Clear Time (g_c+I1), s		27.0		36.1		25.0		69.0
Green Ext Time (p_c), s		0.0		29.8		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	168	1493	73	192	1524	85	67	981	248	92	1067	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	183	1623	79	209	1657	92	73	1066	270	100	1160	67
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1451	649	178	1433	79	143	1168	617	160	1122	65
Arrive On Green	0.05	0.41	0.41	0.06	0.42	0.42	0.04	0.33	0.33	0.04	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	1774	3411	188	1774	3539	1583	1774	3401	196
Grp Volume(v), veh/h	183	1623	79	209	855	894	73	1066	270	100	603	624
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1830	1774	1770	1583	1774	1770	1828
Q Serve(g_s), s	5.0	41.0	3.1	6.0	42.0	42.0	2.7	28.9	12.5	3.8	33.0	33.0
Cycle Q Clear(g_c), s	5.0	41.0	3.1	6.0	42.0	42.0	2.7	28.9	12.5	3.8	33.0	33.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	161	1451	649	178	743	768	143	1168	617	160	584	603
V/C Ratio(X)	1.14	1.12	0.12	1.17	1.15	1.16	0.51	0.91	0.44	0.63	1.03	1.03
Avail Cap(c_a), veh/h	161	1451	649	178	743	768	143	1168	617	160	584	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.52	0.52	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	29.5	18.3	24.4	29.0	29.0	26.1	32.1	22.4	26.1	33.5	33.5
Incr Delay (d2), s/veh	95.2	59.1	0.0	103.9	76.3	81.5	3.0	12.3	2.2	7.5	45.9	45.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	57.3	2.5	18.1	65.1	69.3	2.6	22.6	9.8	3.8	42.3	43.7
LnGrp Delay(d),s/veh	121.2	88.6	18.4	128.3	105.3	110.5	29.2	44.4	24.7	33.6	79.4	79.2
LnGrp LOS	F	F	B	F	F	F	C	D	C	C	F	F
Approach Vol, veh/h		1885			1958			1409			1327	
Approach Delay, s/veh		88.8			110.1			39.8			75.9	
Approach LOS		F			F			D			E	

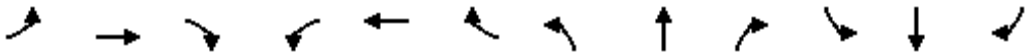
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	37.0	10.0	45.0	8.0	37.0	9.0	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	33.0	6.0	41.0	4.0	33.0	5.0	42.0
Max Q Clear Time (g_c+I1), s	5.8	30.9	8.0	43.0	4.7	35.0	7.0	44.0
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	82.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	1139	671	60	1767	75	0	0	0	116	36	16
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	13	1238	729	65	1921	82				126	39	17
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	45	2283	1073	222	2344	99				298	92	40
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.24	0.24	0.24
Sat Flow, veh/h	12	3370	1583	221	3460	147				1227	380	166
Grp Volume(v), veh/h	671	580	729	65	976	1027				182	0	0
Grp Sat Flow(s),veh/h/ln	1772	1610	1583	221	1770	1837				1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				8.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				8.7	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.08				0.69		0.09
Lane Grp Cap(c), veh/h	1237	1091	1073	222	1199	1244				430	0	0
V/C Ratio(X)	0.54	0.53	0.68	0.29	0.81	0.83				0.42	0.00	0.00
Avail Cap(c_a), veh/h	1322	1176	1156	234	1292	1341				430	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	0.50	0.50	0.50				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				32.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	2.0	2.1				3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	0.0	1.2	1.3				8.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.1	0.4	2.0	2.1				35.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D		
Approach Vol, veh/h		1980			2068						182	
Approach Delay, s/veh		0.1			2.0						35.0	
Approach LOS		A			A						D	

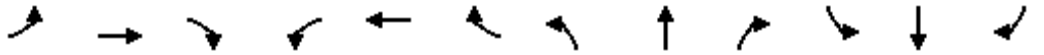
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				71.7		28.3		71.7
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				73.0		19.0		73.0
Max Q Clear Time (g_c+I1), s				2.0		10.7		2.0
Green Ext Time (p_c), s				65.7		0.6		65.7

Intersection Summary	
HCM 2010 Ctrl Delay	2.5
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	1219	0	0	970	39	866	110	82	25	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.91	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3519		1681	1675			1661	
Flt Permitted	0.11	1.00			1.00		0.72	0.76			0.81	
Satd. Flow (perm)	199	3539			3519		1281	1322			1372	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	1325	0	0	1054	42	941	120	89	27	0	64
RTOR Reduction (vph)	0	0	0	0	3	0	0	6	0	0	17	0
Lane Group Flow (vph)	22	1325	0	0	1093	0	574	570	0	0	74	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	40.7	40.7			40.7		51.3	51.3			51.3	
Effective Green, g (s)	40.7	40.7			40.7		51.3	51.3			51.3	
Actuated g/C Ratio	0.41	0.41			0.41		0.51	0.51			0.51	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	80	1440			1432		657	678			703	
v/s Ratio Prot		c0.37			0.31							
v/s Ratio Perm	0.11						c0.45	0.43			0.05	
v/c Ratio	0.28	0.92			0.76		0.87	0.84			0.11	
Uniform Delay, d1	19.8	28.1			25.5		21.5	20.8			12.5	
Progression Factor	0.84	0.77			1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.6	8.7			2.5		15.0	12.0			0.3	
Delay (s)	18.2	30.2			28.0		36.5	32.8			12.8	
Level of Service	B	C			C		D	C			B	
Approach Delay (s)		30.0			28.0			34.6			12.8	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	168	10	714	4	1	4	32	1500	17	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	183	11	776	4	1	4	35	1630	18			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	117	4	712	108	16	712	43	2143	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	8	1583	0	34	1583	104	5144	1583			
Grp Volume(v), veh/h	194	0	776	5	0	4	626	1039	18			
Grp Sat Flow(s),veh/h/ln	8	0	1583	34	0	1583	1858	1695	1583			
Q Serve(g_s), s	0.0	0.0	27.0	0.0	0.0	0.1	17.8	15.5	0.4			
Cycle Q Clear(g_c), s	27.0	0.0	27.0	27.0	0.0	0.1	17.8	15.5	0.4			
Prop In Lane	0.94		1.00	0.80		1.00	0.06		1.00			
Lane Grp Cap(c), veh/h	120	0	712	124	0	712	774	1413	660			
V/C Ratio(X)	1.61	0.00	1.09	0.04	0.00	0.01	0.81	0.74	0.03			
Avail Cap(c_a), veh/h	120	0	712	124	0	712	774	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	29.2	0.0	16.5	15.0	0.0	9.1	15.4	14.7	10.3			
Incr Delay (d2), s/veh	310.5	0.0	60.6	0.1	0.0	0.0	8.9	3.4	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	22.2	0.0	42.6	0.1	0.0	0.1	16.4	12.5	0.3			
LnGrp Delay(d),s/veh	339.6	0.0	77.1	15.1	0.0	9.1	24.3	18.2	10.4			
LnGrp LOS	F		F	B		A	C	B	B			
Approach Vol, veh/h		970			9			1683				
Approach Delay, s/veh		129.6			12.4			20.4				
Approach LOS		F			B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		19.8		29.0				29.0
Green Ext Time (p_c), s		4.1		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	0	0	0	12	3551	207	120	3395	7
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	2	2				13	3860	225	130	3690	8
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	0	15	12				41	5339	314	91	4657	1450
Arrive On Green	0.00	0.00	0.00				0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	0	3632	2787				5	5830	343	26	5085	1583
Grp Volume(v), veh/h	0	2	2				1179	1846	1073	130	3690	8
Grp Sat Flow(s),veh/h/ln	0	1770	1393				1628	1458	1635	26	1695	1583
Q Serve(g_s), s	0.0	0.1	0.1				0.0	14.5	16.1	75.5	22.3	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1				14.5	14.5	16.1	91.6	22.3	0.0
Prop In Lane	0.00		1.00				0.01		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	0	15	12				1527	2670	1497	91	4657	1450
V/C Ratio(X)	0.00	0.13	0.17				0.77	0.69	0.72	1.42	0.79	0.01
Avail Cap(c_a), veh/h	0	1663	1310				1527	2670	1497	91	4657	1450
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	49.6				1.0	1.0	1.0	42.0	1.3	0.4
Incr Delay (d2), s/veh	0.0	4.0	6.7				3.9	1.5	3.0	241.7	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.1				13.3	9.9	12.4	15.6	15.4	0.0
LnGrp Delay(d),s/veh	0.0	53.6	56.3				4.8	2.5	4.0	283.7	2.7	0.4
LnGrp LOS		D	E				A	A	A	F	A	A
Approach Vol, veh/h		4						4098			3828	
Approach Delay, s/veh		55.0						3.5			12.3	
Approach LOS		D						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		4.4		95.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		18.1		2.1		93.6		
Green Ext Time (p_c), s		0.0		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	783	0	0	1585	77	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1863			3539	1762	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1863			3539	1762	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	851	0	0	1723	84	7
RTOR Reduction (vph)	0	0	0	0	3	0
Lane Group Flow (vph)	851	0	0	1723	88	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	67.5			67.5	24.5	
Effective Green, g (s)	67.5			67.5	24.5	
Actuated g/C Ratio	0.68			0.68	0.24	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1257			2388	431	
v/s Ratio Prot	0.46			c0.49	c0.05	
v/s Ratio Perm						
v/c Ratio	0.68			0.72	0.20	
Uniform Delay, d1	9.7			10.3	30.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.5			1.1	1.1	
Delay (s)	11.2			11.4	31.1	
Level of Service	B			B	C	
Approach Delay (s)	11.2			11.4	31.1	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	413	37	1384	0	0	1167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.99		1.00			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	3413		3539			3539
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	3413		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	449	40	1504	0	0	1268
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	481	0	1504	0	0	1268
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	19.3		72.7			72.7
Effective Green, g (s)	19.3		72.7			72.7
Actuated g/C Ratio	0.19		0.73			0.73
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	658		2572			2572
v/s Ratio Prot	c0.14		c0.42			0.36
v/s Ratio Perm						
v/c Ratio	0.73		0.58			0.49
Uniform Delay, d1	37.9		6.5			5.8
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	4.2		1.0			0.7
Delay (s)	42.1		7.5			6.5
Level of Service	D		A			A
Approach Delay (s)	42.1		7.5			6.5
Approach LOS	D		A			A

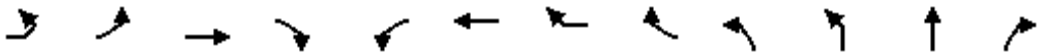
Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	621	81	0	1153	159	371	0	155	1909
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.94	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1696	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1696	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	675	88	0	1253	173	403	0	168	2075
RTOR Reduction (vph)	0	0	0	0	29	229	0	0	0
Lane Group Flow (vph)	675	88	0	1253	269	49	0	168	2075
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	301	267		281	1583
v/s Ratio Prot	0.19	0.06		0.35	0.16				
v/s Ratio Perm						0.03		0.11	c1.31
v/c Ratio	0.26	0.31		0.48	0.89	0.19		0.60	1.31
Uniform Delay, d1	4.0	32.2		5.0	36.2	31.5		34.0	45.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	2.9		0.6	30.8	1.5		9.1	144.5
Delay (s)	4.2	35.1		5.6	66.9	33.0		43.1	189.5
Level of Service	A	D		A	E	C		D	F
Approach Delay (s)	7.8			5.6	50.5		178.5		
Approach LOS	A			A	D		F		

Intersection Summary			
HCM 2000 Control Delay	91.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	129.9%	ICU Level of Service	H
Analysis Period (min)	15		

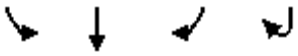
! Phase conflict between lane groups.

c Critical Lane Group



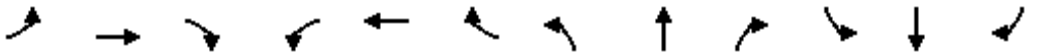
Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	354	15	577	159	165	1114	828	21	28	326	29	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.94				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3310				1681	1697	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3310				1011	1697	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	385	16	627	173	179	1211	900	23	30	354	32	47
RTOR Reduction (vph)	0	0	0	97	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	401	627	76	179	2134	0	0	0	203	213	10
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	46.3	46.3	15.0	54.3				7.0	7.0	22.0
Effective Green, g (s)		8.0	46.3	46.3	15.0	54.3				7.0	7.0	22.0
Actuated g/C Ratio		0.08	0.44	0.44	0.14	0.52				0.07	0.07	0.21
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1560	698	252	1711				67	113	331
v/s Ratio Prot			0.18		0.10	c0.64					0.13	0.00
v/s Ratio Perm		c0.43		0.05						c0.20		0.00
v/c Ratio		5.73	0.40	0.11	0.71	1.25				3.03	1.88	0.03
Uniform Delay, d1		48.5	19.9	17.2	42.9	25.4				49.0	49.0	33.0
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		2158.6	0.8	0.3	9.1	116.2				951.9	429.7	0.0
Delay (s)		2207.1	20.7	17.6	52.0	141.6				1000.9	478.7	33.0
Level of Service		F	C	B	D	F				F	F	C
Approach Delay (s)			750.3			134.6					662.4	
Approach LOS			F			F					F	

Intersection Summary			
HCM 2000 Control Delay	355.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.78		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	117.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



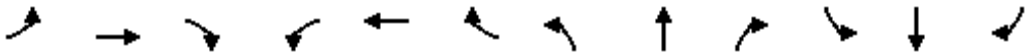
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	87	143	18	61
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3350		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3350		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	155	20	66
RTOR Reduction (vph)	0	38	0	0
Lane Group Flow (vph)	95	203	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	10.7	10.7		
Effective Green, g (s)	10.7	10.7		
Actuated g/C Ratio	0.10	0.10		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	180	341		
v/s Ratio Prot	0.05	c0.06		
v/s Ratio Perm				
v/c Ratio	0.53	0.60		
Uniform Delay, d1	44.8	45.1		
Progression Factor	1.00	1.00		
Incremental Delay, d2	2.8	2.8		
Delay (s)	47.5	47.9		
Level of Service	D	D		
Approach Delay (s)		47.8		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	797	340	117	1936	0	0	0	0	643	5	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.88	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.99	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1549	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.99	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1549	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	866	370	127	2104	0	0	0	0	699	5	409
RTOR Reduction (vph)	0	0	197	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	866	173	127	2104	0	0	0	0	580	524	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		42.5	42.5	11.5	58.0					23.0	23.0	
Effective Green, g (s)		42.5	42.5	11.5	58.0					23.0	23.0	
Actuated g/C Ratio		0.47	0.47	0.13	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1654	740	223	2258					425	391	
v/s Ratio Prot		0.24		0.07	c0.59							
v/s Ratio Perm			0.11							c0.35	0.34	
v/c Ratio		0.52	0.23	0.57	0.93					1.36	1.34	
Uniform Delay, d1		17.1	14.5	37.4	14.7					34.0	34.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		1.2	0.7	3.3	7.7					178.7	169.5	
Delay (s)		18.3	15.2	40.7	22.4					212.6	203.4	
Level of Service		B	B	D	C					F	F	
Approach Delay (s)		17.3			23.5			0.0			208.2	
Approach LOS		B			C			A			F	

Intersection Summary			
HCM 2000 Control Delay	66.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	135.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



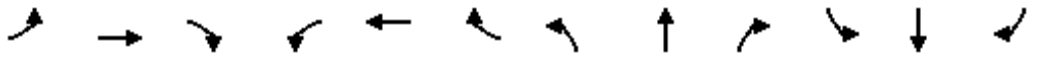
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	204	1260	0	0	1475	989	610	0	203	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.09	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	160	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	222	1370	0	0	1603	1075	663	0	221	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	419	0	0	171	0	0	0
Lane Group Flow (vph)	222	1370	0	0	1603	656	663	0	50	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	46.7	46.7			46.7	46.7	20.3		20.3			
Effective Green, g (s)	46.7	46.7			46.7	46.7	20.3		20.3			
Actuated g/C Ratio	0.52	0.52			0.52	0.52	0.23		0.23			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	83	1836			1836	821	774		357			
v/s Ratio Prot		0.39			0.45		c0.19					
v/s Ratio Perm	c1.39					0.41			0.03			
v/c Ratio	2.67	0.75			0.87	0.80	0.86		0.14			
Uniform Delay, d1	21.6	17.0			19.0	17.8	33.5		27.9			
Progression Factor	1.00	1.00			0.54	1.63	1.00		1.00			
Incremental Delay, d2	786.8	2.8			5.8	7.7	9.2		0.2			
Delay (s)	808.4	19.8			16.2	36.6	42.7		28.0			
Level of Service	F	B			B	D	D		C			
Approach Delay (s)		129.8			24.4			39.0			0.0	
Approach LOS		F			C			D			A	

Intersection Summary			
HCM 2000 Control Delay	59.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	248	1645	94	286	1863	99	113	1550	244	232	1798	425
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	270	1788	102	311	2025	108	123	1685	265	252	1954	462
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1056	60	178	1094	58	78	2594	902	132	2110	483
Arrive On Green	0.03	0.21	0.21	0.08	0.43	0.43	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1774	3406	193	1774	3420	181	142	5085	1583	225	4138	948
Grp Volume(v), veh/h	270	922	968	311	1039	1094	123	1685	265	252	1589	827
Grp Sat Flow(s),veh/h/ln	1774	1770	1829	1774	1770	1831	142	1695	1583	225	1695	1696
Q Serve(g_s), s	5.0	31.0	31.0	6.0	32.0	32.0	4.4	24.3	8.6	26.7	43.2	46.6
Cycle Q Clear(g_c), s	5.0	31.0	31.0	6.0	32.0	32.0	51.0	24.3	8.6	51.0	43.2	46.6
Prop In Lane	1.00		0.11	1.00		0.10	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	161	549	567	178	566	586	78	2594	902	132	1729	865
V/C Ratio(X)	1.68	1.68	1.71	1.74	1.84	1.87	1.57	0.65	0.29	1.91	0.92	0.96
Avail Cap(c_a), veh/h	161	549	567	178	566	586	78	2594	902	132	1729	865
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	0.30	0.30	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	39.6	39.6	29.4	28.7	28.7	49.8	18.0	11.1	43.9	22.6	23.4
Incr Delay (d2), s/veh	313.6	308.3	320.7	341.3	377.9	392.2	310.2	1.3	0.8	434.9	9.4	21.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.2	109.7	116.5	34.1	131.9	140.2	16.0	17.1	7.1	35.3	30.1	35.3
LnGrp Delay(d),s/veh	345.4	348.0	360.3	370.7	406.6	420.9	360.0	19.2	11.9	478.8	32.0	45.1
LnGrp LOS	F	F	F	F	F	F	F	B	B	F	C	D
Approach Vol, veh/h		2160			2444			2073			2668	
Approach Delay, s/veh		353.2			408.4			38.5			78.3	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		55.0	10.0	35.0		55.0	9.0	36.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		51.0	6.0	31.0		51.0	5.0	32.0
Max Q Clear Time (g_c+I1), s		53.0	8.0	33.0		53.0	7.0	34.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	219.3
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	2040	39	154	2173	60	32	65	29	66	94	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	41	2217	42	167	2362	65	35	71	32	72	102	86
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	2701	51	132	2674	73	85	148	57	108	113	87
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	141	3553	67	166	3519	96	249	923	354	385	709	541
Grp Volume(v), veh/h	41	1101	1158	167	1182	1245	138	0	0	260	0	0
Grp Sat Flow(s),veh/h/ln	141	1770	1851	166	1770	1846	1526	0	0	1635	0	0
Q Serve(g_s), s	9.9	39.5	40.2	35.8	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0
Cycle Q Clear(g_c), s	9.9	39.5	40.2	76.0	0.0	0.0	7.7	0.0	0.0	15.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.05	0.25		0.23	0.28		0.33
Lane Grp Cap(c), veh/h	179	1345	1407	132	1345	1403	289	0	0	308	0	0
V/C Ratio(X)	0.23	0.82	0.82	1.27	0.88	0.89	0.48	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	179	1345	1407	132	1345	1403	289	0	0	308	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.1	7.6	7.7	29.9	0.0	0.0	38.3	0.0	0.0	41.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	126.8	0.7	0.7	5.5	0.0	0.0	23.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	20.9	22.3	14.8	0.5	0.5	7.1	0.0	0.0	14.2	0.0	0.0
LnGrp Delay(d),s/veh	4.1	8.0	8.1	156.7	0.7	0.7	43.9	0.0	0.0	65.6	0.0	0.0
LnGrp LOS	A	A	A	F	A	A	D			E		
Approach Vol, veh/h		2300			2594			138			260	
Approach Delay, s/veh		8.0			10.8			43.9			65.6	
Approach LOS		A			B			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		80.0		20.0		80.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s		9.7		42.2		17.9		78.0
Green Ext Time (p_c), s		1.3		33.8		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	1578	21	26	2696	24	28	127	29	54	165	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	40	1715	23	28	2930	26	30	138	32	59	179	113
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2539	34	269	2552	23	70	250	53	88	193	113
Arrive On Green	1.00	1.00	1.00	0.94	0.94	0.94	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	83	3576	48	277	3595	32	137	1192	253	218	918	539
Grp Volume(v), veh/h	40	847	891	28	1440	1516	200	0	0	351	0	0
Grp Sat Flow(s),veh/h/ln	83	1770	1854	277	1770	1857	1582	0	0	1675	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.7	71.0	71.0	0.0	0.0	0.0	10.5	0.0	0.0
Cycle Q Clear(g_c), s	71.0	0.0	0.0	0.7	71.0	71.0	10.4	0.0	0.0	20.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	0.15		0.16	0.17		0.32
Lane Grp Cap(c), veh/h	72	1256	1317	269	1256	1319	374	0	0	394	0	0
V/C Ratio(X)	0.56	0.67	0.68	0.10	1.15	1.15	0.54	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	72	1256	1317	269	1256	1319	374	0	0	394	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.5	0.0	0.0	0.8	2.8	2.8	35.1	0.0	0.0	39.3	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.6	0.6	0.0	66.8	68.3	5.4	0.0	0.0	24.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.4	0.4	0.1	87.7	92.9	9.4	0.0	0.0	18.1	0.0	0.0
LnGrp Delay(d),s/veh	39.5	0.6	0.6	0.8	69.6	71.1	40.5	0.0	0.0	64.1	0.0	0.0
LnGrp LOS	D	A	A	A	F	F	D			E		
Approach Vol, veh/h		1778			2984			200			351	
Approach Delay, s/veh		1.5			69.7			40.5			64.1	
Approach LOS		A			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.0		75.0		25.0		75.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		21.0		71.0		21.0		71.0
Max Q Clear Time (g_c+I1), s		12.4		73.0		22.9		73.0
Green Ext Time (p_c), s		2.3		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	108	1543	54	76	2365	37	29	558	20	36	942	336
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	117	1677	59	83	2571	40	32	607	22	39	1024	365
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1954	68	227	1998	31	40	826	38	55	798	301
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	117	3488	122	277	3567	55	0	2296	105	48	2217	835
Grp Volume(v), veh/h	117	848	888	83	1272	1339	311	0	350	752	0	676
Grp Sat Flow(s),veh/h/ln	117	1770	1841	277	1770	1853	725	0	1676	1553	0	1548
Q Serve(g_s), s	0.0	0.0	0.0	12.7	56.0	56.0	0.0	0.0	16.9	19.1	0.0	36.0
Cycle Q Clear(g_c), s	56.0	0.0	0.0	12.7	56.0	56.0	36.0	0.0	16.9	36.0	0.0	36.0
Prop In Lane	1.00		0.07	1.00		0.03	0.10		0.06	0.05		0.54
Lane Grp Cap(c), veh/h	72	991	1031	227	991	1038	301	0	604	597	0	557
V/C Ratio(X)	1.62	0.86	0.86	0.37	1.28	1.29	1.03	0.00	0.58	1.26	0.00	1.21
Avail Cap(c_a), veh/h	72	991	1031	227	991	1038	301	0	604	597	0	557
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	7.2	12.8	12.8	33.6	0.0	25.9	33.3	0.0	32.0
Incr Delay (d2), s/veh	319.0	5.1	5.2	0.1	128.4	131.4	61.2	0.0	4.0	129.8	0.0	112.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.0	2.5	2.7	1.4	107.0	113.4	22.1	0.0	13.2	68.3	0.0	58.8
LnGrp Delay(d),s/veh	347.0	5.1	5.2	7.3	141.1	144.1	94.8	0.0	29.9	163.1	0.0	144.0
LnGrp LOS	F	A	A	A	F	F	F		C	F		F
Approach Vol, veh/h		1853			2694			661			1428	
Approach Delay, s/veh		26.7			138.5			60.5			154.1	
Approach LOS		C			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		38.0		58.0		38.0		58.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	102.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	93	1510	82	166	2297	91	103	1330	118	113	1545	183
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	101	1641	89	180	2497	99	112	1446	128	123	1679	199
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1879	101	225	1909	75	72	1310	586	72	1182	138
Arrive On Green	1.00	1.00	1.00	0.73	0.73	0.73	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	119	3416	184	279	3471	137	242	3539	1583	325	3194	372
Grp Volume(v), veh/h	101	846	884	180	1265	1331	112	1446	128	123	917	961
Grp Sat Flow(s),veh/h/ln	119	1770	1830	279	1770	1839	242	1770	1583	325	1770	1797
Q Serve(g_s), s	0.0	0.0	0.0	55.0	55.0	55.0	0.0	37.0	5.5	0.0	37.0	37.0
Cycle Q Clear(g_c), s	55.0	0.0	0.0	55.0	55.0	55.0	37.0	37.0	5.5	37.0	37.0	37.0
Prop In Lane	1.00		0.10	1.00		0.07	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	72	973	1007	225	973	1011	72	1310	586	72	655	665
V/C Ratio(X)	1.40	0.87	0.88	0.80	1.30	1.32	1.56	1.10	0.22	1.71	1.40	1.44
Avail Cap(c_a), veh/h	72	973	1007	225	973	1011	72	1310	586	72	655	665
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	17.5	13.4	13.4	50.0	31.5	21.6	50.0	31.5	31.5
Incr Delay (d2), s/veh	208.2	3.3	3.5	1.9	135.5	143.1	307.0	58.6	0.9	370.6	189.5	208.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	1.6	1.8	6.2	108.3	116.1	14.6	51.6	4.6	16.9	94.5	102.3
LnGrp Delay(d),s/veh	235.7	3.3	3.5	19.4	148.9	156.5	357.0	90.1	22.4	420.6	221.0	240.2
LnGrp LOS	F	A	A	B	F	F	F	F	C	F	F	F
Approach Vol, veh/h		1831			2776			1686			2001	
Approach Delay, s/veh		16.2			144.1			102.7			242.5	
Approach LOS		B			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.0		59.0		41.0		59.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		55.0		37.0		55.0
Max Q Clear Time (g_c+I1), s		39.0		57.0		39.0		57.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	131.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	98	1553	89	233	2432	45	48	362	66	96	708	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	107	1688	97	253	2643	49	52	393	72	104	770	73
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2076	119	233	2169	40	72	475	87	139	520	49
Arrive On Green	1.00	1.00	1.00	0.61	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	108	3404	194	265	3555	66	650	1532	281	924	1676	159
Grp Volume(v), veh/h	107	872	913	253	1311	1381	52	0	465	104	0	843
Grp Sat Flow(s),veh/h/ln	108	1770	1828	265	1770	1851	650	0	1813	924	0	1835
Q Serve(g_s), s	0.0	0.0	0.0	61.0	61.0	61.0	0.0	0.0	23.8	7.2	0.0	31.0
Cycle Q Clear(g_c), s	61.0	0.0	0.0	61.0	61.0	61.0	31.0	0.0	23.8	31.0	0.0	31.0
Prop In Lane	1.00		0.11	1.00		0.04	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	72	1079	1115	233	1079	1129	72	0	562	139	0	569
V/C Ratio(X)	1.49	0.81	0.82	1.08	1.21	1.22	0.72	0.00	0.83	0.75	0.00	1.48
Avail Cap(c_a), veh/h	72	1079	1115	233	1079	1129	72	0	562	139	0	569
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	0.0	28.9	19.5	19.5	50.0	0.0	32.0	47.7	0.0	34.5
Incr Delay (d2), s/veh	240.6	1.5	1.6	45.3	97.6	100.9	47.2	0.0	13.1	30.7	0.0	226.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	0.8	0.9	16.8	101.8	108.2	4.3	0.0	20.1	7.3	0.0	92.5
LnGrp Delay(d),s/veh	271.1	1.5	1.6	74.3	117.1	120.4	97.2	0.0	45.1	78.4	0.0	260.8
LnGrp LOS	F	A	A	F	F	F	F		D	E		F
Approach Vol, veh/h		1892			2945			517			947	
Approach Delay, s/veh		16.8			115.0			50.4			240.8	
Approach LOS		B			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		65.0		35.0		65.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		61.0		31.0		61.0
Max Q Clear Time (g_c+I1), s		33.0		63.0		33.0		63.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	107	1640	4	9	2449	104	10	6	4	189	20	182
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	1783	4	10	2662	113	11	7	4	205	22	198
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2029	5	220	1938	82	145	92	53	276	25	225
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	99	3623	8	264	3461	146	881	561	320	1774	161	1447
Grp Volume(v), veh/h	116	871	916	10	1352	1423	22	0	0	205	0	220
Grp Sat Flow(s),veh/h/ln	99	1770	1861	264	1770	1837	1762	0	0	1774	0	1607
Q Serve(g_s), s	0.0	0.0	0.0	1.7	56.0	56.0	1.1	0.0	0.0	11.0	0.0	13.4
Cycle Q Clear(g_c), s	56.0	0.0	0.0	1.7	56.0	56.0	1.1	0.0	0.0	11.0	0.0	13.4
Prop In Lane	1.00		0.00	1.00		0.08	0.50		0.18	1.00		0.90
Lane Grp Cap(c), veh/h	72	991	1042	220	991	1029	290	0	0	276	0	250
V/C Ratio(X)	1.61	0.88	0.88	0.05	1.36	1.38	0.08	0.00	0.00	0.74	0.00	0.88
Avail Cap(c_a), veh/h	72	991	1042	220	991	1029	290	0	0	284	0	257
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	10.1	22.0	22.0	35.3	0.0	0.0	40.3	0.0	41.3
Incr Delay (d2), s/veh	300.6	4.2	4.0	0.0	164.5	173.1	0.5	0.0	0.0	9.9	0.0	27.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.4	2.1	2.1	0.2	124.7	133.5	1.0	0.0	0.0	10.2	0.0	12.4
LnGrp Delay(d),s/veh	328.6	4.2	4.0	10.1	186.5	195.1	35.8	0.0	0.0	50.2	0.0	68.7
LnGrp LOS	F	A	A	B	F	F	D			D		E
Approach Vol, veh/h		1903			2785			22			425	
Approach Delay, s/veh		23.9			190.3			35.8			59.8	
Approach LOS		C			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.5		60.0		19.5		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.1		58.0		15.4		58.0
Green Ext Time (p_c), s		0.0		0.0		0.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	117.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	1530	184	167	2378	36	0	364	167	0	620	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	60	1663	200	182	2585	39	0	396	182	0	674	136
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	72	1945	230	114	2177	33	0	375	172	0	467	94
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.00	0.31	0.31	0.00	0.31	0.31
Sat Flow, veh/h	115	3189	377	245	3569	54	0	1209	556	0	1505	304
Grp Volume(v), veh/h	60	910	953	182	1278	1346	0	0	578	0	0	810
Grp Sat Flow(s),veh/h/ln	115	1770	1796	245	1770	1853	0	0	1765	0	0	1809
Q Serve(g_s), s	0.0	41.3	44.0	17.0	61.0	61.0	0.0	0.0	31.0	0.0	0.0	31.0
Cycle Q Clear(g_c), s	61.0	41.3	44.0	61.0	61.0	61.0	0.0	0.0	31.0	0.0	0.0	31.0
Prop In Lane	1.00		0.21	1.00		0.03	0.00		0.31	0.00		0.17
Lane Grp Cap(c), veh/h	72	1079	1096	114	1079	1130	0	0	547	0	0	561
V/C Ratio(X)	0.83	0.84	0.87	1.60	1.18	1.19	0.00	0.00	1.06	0.00	0.00	1.44
Avail Cap(c_a), veh/h	72	1079	1096	114	1079	1130	0	0	547	0	0	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.09	0.09	0.09	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	15.7	16.2	46.9	19.5	19.5	0.0	0.0	34.5	0.0	0.0	34.5
Incr Delay (d2), s/veh	25.4	2.4	3.0	274.8	83.9	86.5	0.0	0.0	54.3	0.0	0.0	209.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	25.2	27.1	21.2	94.8	100.6	0.0	0.0	41.9	0.0	0.0	86.6
LnGrp Delay(d),s/veh	75.4	18.1	19.2	321.7	103.4	106.0	0.0	0.0	88.8	0.0	0.0	244.4
LnGrp LOS	E	B	B	F	F	F			F			F
Approach Vol, veh/h		1923			2806			578			810	
Approach Delay, s/veh		20.4			118.8			88.8			244.4	
Approach LOS		C			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		65.0		35.0		65.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		61.0		31.0		61.0
Max Q Clear Time (g_c+I1), s		33.0		63.0		33.0		63.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	101.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	1514	79	98	2059	15	0	956	84	0	992	151
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	54	1646	86	107	2238	16	0	1039	91	0	1078	164
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	76	2157	112	151	2269	16	0	955	84	0	894	136
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.00	0.29	0.29	0.00	0.29	0.29
Sat Flow, veh/h	167	3423	178	278	3602	26	0	3386	288	0	3175	468
Grp Volume(v), veh/h	54	847	885	107	1098	1156	0	558	572	0	618	624
Grp Sat Flow(s),veh/h/ln	167	1770	1831	278	1770	1858	0	1770	1812	0	1770	1780
Q Serve(g_s), s	2.1	33.9	34.6	28.4	60.5	60.9	0.0	29.0	29.0	0.0	29.0	29.0
Cycle Q Clear(g_c), s	63.0	33.9	34.6	63.0	60.5	60.9	0.0	29.0	29.0	0.0	29.0	29.0
Prop In Lane	1.00		0.10	1.00		0.01	0.00		0.16	0.00		0.26
Lane Grp Cap(c), veh/h	76	1115	1154	151	1115	1171	0	513	525	0	513	516
V/C Ratio(X)	0.72	0.76	0.77	0.71	0.98	0.99	0.00	1.09	1.09	0.00	1.20	1.21
Avail Cap(c_a), veh/h	76	1115	1154	151	1115	1171	0	513	525	0	513	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	13.1	13.3	39.5	18.0	18.1	0.0	35.5	35.5	0.0	35.5	35.5
Incr Delay (d2), s/veh	11.2	1.2	1.2	1.4	5.2	5.4	0.0	65.6	65.4	0.0	109.4	110.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	20.9	21.8	3.9	33.3	35.4	0.0	42.2	43.2	0.0	53.5	54.2
LnGrp Delay(d),s/veh	61.1	14.3	14.4	40.9	23.3	23.5	0.0	101.1	100.9	0.0	144.9	146.4
LnGrp LOS	E	B	B	D	C	C		F	F		F	F
Approach Vol, veh/h		1786			2361			1130			1242	
Approach Delay, s/veh		15.8			24.2			101.0			145.7	
Approach LOS		B			C			F			F	

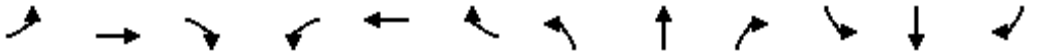
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		67.0		33.0		67.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		29.0		63.0		29.0		63.0
Max Q Clear Time (g_c+I1), s		31.0		65.0		31.0		65.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	195	1487	79	113	2008	45	116	1027	148	132	1192	167
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	212	1616	86	123	2183	49	126	1116	161	143	1296	182
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1486	665	143	1486	33	143	1203	602	159	1061	148
Arrive On Green	0.04	0.42	0.42	0.04	0.42	0.42	0.04	0.34	0.34	0.04	0.34	0.34
Sat Flow, veh/h	1774	3539	1583	1774	3539	79	1774	3539	1583	1774	3120	435
Grp Volume(v), veh/h	212	1616	86	123	1087	1145	126	1116	161	143	731	747
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1849	1774	1770	1583	1774	1770	1786
Q Serve(g_s), s	4.0	42.0	3.3	4.0	42.0	42.0	4.0	30.4	7.0	4.0	34.0	34.0
Cycle Q Clear(g_c), s	4.0	42.0	3.3	4.0	42.0	42.0	4.0	30.4	7.0	4.0	34.0	34.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	143	1486	665	143	743	776	143	1203	602	159	602	607
V/C Ratio(X)	1.48	1.09	0.13	0.86	1.46	1.47	0.88	0.93	0.27	0.90	1.22	1.23
Avail Cap(c_a), veh/h	143	1486	665	143	743	776	143	1203	602	159	602	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	29.0	17.8	24.6	29.0	29.0	29.7	31.8	21.4	31.9	33.0	33.0
Incr Delay (d2), s/veh	236.2	46.0	0.0	15.7	210.8	215.6	42.4	13.5	1.1	44.2	111.7	117.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	53.9	2.6	4.0	113.8	120.5	5.8	23.7	5.8	7.1	63.4	65.6
LnGrp Delay(d),s/veh	264.3	75.0	17.8	40.3	239.8	244.6	72.1	45.3	22.5	76.2	144.7	150.2
LnGrp LOS	F	F	B	D	F	F	E	D	C	E	F	F
Approach Vol, veh/h		1914			2355			1403			1621	
Approach Delay, s/veh		93.4			231.7			45.1			141.2	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	38.0	8.0	46.0	8.0	38.0	8.0	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	34.0	4.0	42.0	4.0	34.0	4.0	42.0
Max Q Clear Time (g_c+I1), s	6.0	32.4	6.0	44.0	6.0	36.0	6.0	44.0
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0

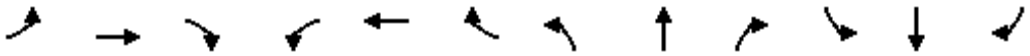
Intersection Summary	
HCM 2010 Ctrl Delay	139.4
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1057	871	78	2159	51	0	0	0	112	28	12
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	8	1149	947	85	2347	55				122	30	13
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	41	2529	1179	217	2633	61				230	56	24
Arrive On Green	1.00	1.00	1.00	0.99	0.99	0.99				0.18	0.18	0.18
Sat Flow, veh/h	6	3396	1583	195	3535	83				1311	322	140
Grp Volume(v), veh/h	621	536	947	85	1170	1232				165	0	0
Grp Sat Flow(s),veh/h/ln	1792	1610	1583	195	1770	1848				1773	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	5.2	5.6				8.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.0	5.2	5.6				8.5	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.04				0.74		0.08
Lane Grp Cap(c), veh/h	1371	1199	1179	217	1318	1376				311	0	0
V/C Ratio(X)	0.45	0.45	0.80	0.39	0.89	0.89				0.53	0.00	0.00
Avail Cap(c_a), veh/h	1395	1224	1203	220	1345	1405				311	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.11	0.11	0.11				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.1	0.1	0.1				37.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.1	0.9	0.9				6.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.2	0.1	1.3	1.4				8.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.4	0.2	1.0	1.1				43.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D		
Approach Vol, veh/h		2104			2487						165	
Approach Delay, s/veh		0.2			1.0						43.9	
Approach LOS		A			A						D	

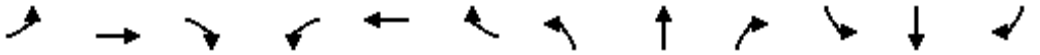
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				78.5		21.5		78.5
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s				2.0		10.5		7.6
Green Ext Time (p_c), s				72.2		0.4		66.9

Intersection Summary	
HCM 2010 Ctrl Delay	2.1
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	1133	0	0	1243	44	1092	40	59	24	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.99			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.96			0.99	
Satd. Flow (prot)	1770	3539			3521		1681	1673			1653	
Flt Permitted	0.10	1.00			1.00		0.71	0.71			0.78	
Satd. Flow (perm)	186	3539			3521		1259	1236			1314	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	1232	0	0	1351	48	1187	43	64	26	0	78
RTOR Reduction (vph)	0	0	0	0	2	0	0	4	0	0	5	0
Lane Group Flow (vph)	12	1232	0	0	1397	0	653	637	0	0	99	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	40.0	40.0			40.0		52.0	52.0			52.0	
Effective Green, g (s)	40.0	40.0			40.0		52.0	52.0			52.0	
Actuated g/C Ratio	0.40	0.40			0.40		0.52	0.52			0.52	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	74	1415			1408		654	642			683	
v/s Ratio Prot		0.35			c0.40							
v/s Ratio Perm	0.06						c0.52	0.52			0.08	
v/c Ratio	0.16	0.87			0.99		1.00	0.99			0.14	
Uniform Delay, d1	19.2	27.6			29.8		24.0	23.8			12.5	
Progression Factor	0.90	0.79			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.9	5.5			21.9		34.8	33.7			0.4	
Delay (s)	18.2	27.4			51.8		58.8	57.5			12.9	
Level of Service	B	C			D		E	E			B	
Approach Delay (s)		27.3			51.8			58.2			12.9	
Approach LOS		C			D			E			B	

Intersection Summary			
HCM 2000 Control Delay	45.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	332	5	277	12	4	7	81	2883	6	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	361	5	301	13	4	8	88	3134	7			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	119	0	712	106	19	712	56	2130	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	0	1583	0	42	1583	135	5112	1583			
Grp Volume(v), veh/h	366	0	301	17	0	8	1213	2009	7			
Grp Sat Flow(s),veh/h/ln	0	0	1583	42	0	1583	1856	1695	1583			
Q Serve(g_s), s	0.0	0.0	7.7	0.0	0.0	0.2	25.0	25.0	0.2			
Cycle Q Clear(g_c), s	27.0	0.0	7.7	27.0	0.0	0.2	25.0	25.0	0.2			
Prop In Lane	0.99		1.00	0.76		1.00	0.07		1.00			
Lane Grp Cap(c), veh/h	119	0	712	125	0	712	773	1413	660			
V/C Ratio(X)	3.07	0.00	0.42	0.14	0.00	0.01	1.57	1.42	0.01			
Avail Cap(c_a), veh/h	119	0	712	125	0	712	773	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	11.2	15.0	0.0	9.1	17.5	17.5	10.3			
Incr Delay (d2), s/veh	953.8	0.0	0.4	0.5	0.0	0.0	262.1	194.2	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	60.4	0.0	6.2	0.3	0.0	0.1	124.2	89.4	0.1			
LnGrp Delay(d),s/veh	983.8	0.0	11.6	15.4	0.0	9.1	279.6	211.7	10.3			
LnGrp LOS	F		B	B		A	F	F	B			
Approach Vol, veh/h		667			25			3229				
Approach Delay, s/veh		545.1			13.4			236.8				
Approach LOS		F			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		27.0		29.0				29.0
Green Ext Time (p_c), s		0.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	287.8
HCM 2010 LOS	F

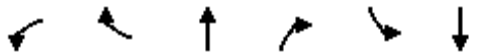
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	10	10	0	0	0	18	3840	144	185	4037	17
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	17	11	11				20	4174	157	201	4388	18
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	47	47	74				39	4931	192	84	4544	1415
Arrive On Green	0.03	0.03	0.03				0.89	0.89	0.89	0.89	0.89	0.89
Sat Flow, veh/h	1774	1770	2787				3	5518	214	20	5085	1583
Grp Volume(v), veh/h	17	11	11				1052	2086	1213	201	4388	18
Grp Sat Flow(s),veh/h/ln	1774	1770	1393				1163	1458	1657	20	1695	1583
Q Serve(g_s), s	0.9	0.6	0.4				22.4	26.8	29.1	60.3	67.0	0.1
Cycle Q Clear(g_c), s	0.9	0.6	0.4				89.4	26.8	29.1	89.4	67.0	0.1
Prop In Lane	1.00		1.00				0.02		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	47	47	74				1076	2605	1481	84	4544	1415
V/C Ratio(X)	0.36	0.23	0.15				0.98	0.80	0.82	2.39	0.97	0.01
Avail Cap(c_a), veh/h	834	832	1310				1076	2605	1481	84	4544	1415
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	47.7	47.6				15.3	2.0	2.1	45.7	4.1	0.6
Incr Delay (d2), s/veh	4.6	2.5	0.9				22.5	2.7	5.2	661.7	7.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.6	0.3				38.5	16.6	20.9	31.9	41.3	0.1
LnGrp Delay(d),s/veh	52.5	50.2	48.5				37.8	4.7	7.3	707.4	11.6	0.6
LnGrp LOS	D	D	D				D	A	A	F	B	A
Approach Vol, veh/h		39						4351			4607	
Approach Delay, s/veh		50.7						13.4			41.9	
Approach LOS		D						B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		93.4		6.6		93.4		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		91.4		2.9		91.4		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	328	0	0	2971	124	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	1863			3539	1768	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	1863			3539	1768	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	357	0	0	3229	135	5
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	357	0	0	3229	138	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	71.0			71.0	21.0	
Effective Green, g (s)	71.0			71.0	21.0	
Actuated g/C Ratio	0.71			0.71	0.21	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1322			2512	371	
v/s Ratio Prot	0.19			c0.91	c0.08	
v/s Ratio Perm						
v/c Ratio	0.27			1.29	0.37	
Uniform Delay, d1	5.2			14.5	33.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			131.6	2.9	
Delay (s)	5.3			146.1	36.7	
Level of Service	A			F	D	
Approach Delay (s)	5.3			146.1	36.7	
Approach LOS	A			F	D	

Intersection Summary			
HCM 2000 Control Delay	128.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	105	94	2841	0	0	531
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.93		1.00			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	3271		3539			3539
Flt Permitted	0.97		1.00			1.00
Satd. Flow (perm)	3271		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	102	3088	0	0	577
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	215	0	3088	0	0	577
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	11.9		80.1			80.1
Effective Green, g (s)	11.9		80.1			80.1
Actuated g/C Ratio	0.12		0.80			0.80
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	389		2834			2834
v/s Ratio Prot	c0.07		c0.87			0.16
v/s Ratio Perm						
v/c Ratio	0.55		1.09			0.20
Uniform Delay, d1	41.5		10.0			2.4
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.7		47.0			0.2
Delay (s)	43.2		56.9			2.5
Level of Service	D		E			A
Approach Delay (s)	43.2		56.9			2.5
Approach LOS	D		E			A

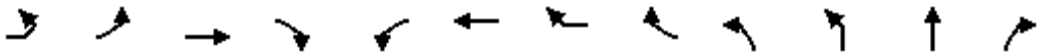
Intersection Summary			
HCM 2000 Control Delay	48.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	858	114	0	817	608	558	0	348	1269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1759	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1759	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	933	124	0	888	661	607	0	378	1379
RTOR Reduction (vph)	0	0	0	0	10	170	0	0	0
Lane Group Flow (vph)	933	124	0	888	712	376	0	378	1379
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	312	267		281	1583
v/s Ratio Prot	0.26	0.08		0.25	c0.40				
v/s Ratio Perm						0.25		0.24	c0.87
v/c Ratio	0.36	0.44		0.34	2.28	1.41		1.35	0.87
Uniform Delay, d1	4.3	33.0		4.3	37.0	37.0		37.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.4	5.0		0.4	587.2	204.3		177.2	6.9
Delay (s)	4.7	38.0		4.6	624.2	241.3		214.2	6.9
Level of Service	A	D		A	F	F		F	A
Approach Delay (s)	8.6			4.6	459.3		51.5		
Approach LOS	A			A	F		D		

Intersection Summary			
HCM 2000 Control Delay	138.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.3%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

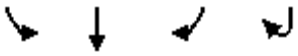


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	433	23	1169	105	121	790	913	13	61	584	52	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.92				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3253				1681	1697	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3253				1011	1697	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	471	25	1271	114	132	859	992	14	66	635	57	176
RTOR Reduction (vph)	0	0	0	60	0	0	0	0	0	0	0	134
Lane Group Flow (vph)	0	496	1271	54	132	1865	0	0	0	377	381	42
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	49.8	49.8	13.1	55.9				7.0	7.0	20.1
Effective Green, g (s)		8.0	49.8	49.8	13.1	55.9				7.0	7.0	20.1
Actuated g/C Ratio		0.08	0.47	0.47	0.12	0.53				0.07	0.07	0.19
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1678	750	220	1731				67	113	303
v/s Ratio Prot			0.36		0.07	c0.57					0.22	0.02
v/s Ratio Perm		c0.53		0.03						c0.37		0.01
v/c Ratio		7.09	0.76	0.07	0.60	1.19dr				5.63	3.37	0.14
Uniform Delay, d1		48.5	22.6	15.0	43.5	24.6				49.0	49.0	35.3
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		2768.2	3.3	0.2	4.4	45.7				2114.3	1089.4	0.2
Delay (s)		2816.7	25.9	15.2	47.8	70.3				2163.3	1138.4	35.5
Level of Service		F	C	B	D	E				F	F	D
Approach Delay (s)			761.2			68.8					1344.3	
Approach LOS			F			E					F	

Intersection Summary			
HCM 2000 Control Delay	564.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.01		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	121.9%	ICU Level of Service	H
Analysis Period (min)	15		

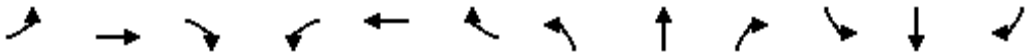
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



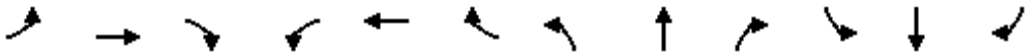
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	57	93	11	35
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3363		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3363		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	101	12	38
RTOR Reduction (vph)	0	33	0	0
Lane Group Flow (vph)	62	118	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	9.1	9.1		
Effective Green, g (s)	9.1	9.1		
Actuated g/C Ratio	0.09	0.09		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	153	291		
v/s Ratio Prot	0.04	c0.04		
v/s Ratio Perm				
v/c Ratio	0.41	0.41		
Uniform Delay, d1	45.4	45.4		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.8	0.9		
Delay (s)	47.1	46.3		
Level of Service	D	D		
Approach Delay (s)		46.6		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1554	557	107	1572	0	0	0	0	697	16	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.93	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1610	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1610	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1689	605	116	1709	0	0	0	0	758	17	213
RTOR Reduction (vph)	0	0	266	0	0	0	0	0	0	0	22	0
Lane Group Flow (vph)	0	1689	339	116	1709	0	0	0	0	508	458	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		44.3	44.3	9.7	58.0					23.0	23.0	
Effective Green, g (s)		44.3	44.3	9.7	58.0					23.0	23.0	
Actuated g/C Ratio		0.49	0.49	0.11	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1724	771	188	2258					425	407	
v/s Ratio Prot		c0.48		0.07	c0.48							
v/s Ratio Perm			0.21							c0.30	0.28	
v/c Ratio		0.98	0.44	0.62	0.76					1.20	1.13	
Uniform Delay, d1		22.9	15.2	38.8	11.5					34.0	34.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		17.4	1.8	5.9	1.5					108.8	83.6	
Delay (s)		40.2	17.0	44.7	13.0					142.8	117.5	
Level of Service		D	B	D	B					F	F	
Approach Delay (s)		34.1			15.0			0.0			130.5	
Approach LOS		C			B			A			F	

Intersection Summary			
HCM 2000 Control Delay	45.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	132.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	303	2008	0	0	1064	714	474	0	212	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.18	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	334	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	329	2183	0	0	1157	776	515	0	230	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	327	0	0	183	0	0	0
Lane Group Flow (vph)	329	2183	0	0	1157	449	515	0	47	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	52.1	52.1			52.1	52.1	18.4		18.4			
Effective Green, g (s)	52.1	52.1			52.1	52.1	18.4		18.4			
Actuated g/C Ratio	0.58	0.58			0.58	0.58	0.20		0.20			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	193	2048			2048	916	701		323			
v/s Ratio Prot		0.62			0.33		c0.15					
v/s Ratio Perm	c0.99					0.28			0.03			
v/c Ratio	1.70	1.07			0.56	0.49	0.73		0.15			
Uniform Delay, d1	18.9	18.9			11.9	11.1	33.5		29.4			
Progression Factor	1.00	1.00			0.46	1.83	1.00		1.00			
Incremental Delay, d2	338.2	40.2			1.1	1.8	4.0		0.2			
Delay (s)	357.2	59.1			6.6	22.2	37.5		29.6			
Level of Service	F	E			A	C	D		C			
Approach Delay (s)		98.2			12.8			35.1			0.0	
Approach LOS		F			B			D			A	

Intersection Summary			
HCM 2000 Control Delay	57.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	389	2181	120	269	1923	204	137	1390	311	159	1644	326
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	423	2371	130	292	2090	222	149	1511	338	173	1787	354
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1229	67	161	1068	111	87	2390	823	133	2007	392
Arrive On Green	0.05	0.24	0.24	0.07	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1774	3414	185	1774	3235	338	187	5085	1583	249	4271	835
Grp Volume(v), veh/h	423	1218	1283	292	1126	1186	149	1511	338	173	1413	728
Grp Sat Flow(s),veh/h/ln	1774	1770	1830	1774	1770	1803	187	1695	1583	249	1695	1715
Q Serve(g_s), s	8.0	36.0	36.0	5.0	33.0	33.0	8.0	22.4	13.0	24.6	37.9	39.0
Cycle Q Clear(g_c), s	8.0	36.0	36.0	5.0	33.0	33.0	47.0	22.4	13.0	47.0	37.9	39.0
Prop In Lane	1.00		0.10	1.00		0.19	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	214	637	659	161	584	595	87	2390	823	133	1593	806
V/C Ratio(X)	1.98	1.91	1.95	1.82	1.93	1.99	1.72	0.63	0.41	1.30	0.89	0.90
Avail Cap(c_a), veh/h	214	637	659	161	584	595	87	2390	823	133	1593	806
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	37.9	37.9	30.2	28.1	28.1	49.3	20.0	14.6	44.4	24.1	24.4
Incr Delay (d2), s/veh	441.3	411.2	426.6	369.9	418.5	447.2	365.8	1.3	1.5	179.0	7.7	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	55.3	154.3	164.2	29.0	143.3	153.9	20.2	16.0	10.0	18.5	26.6	29.5
LnGrp Delay(d),s/veh	467.8	449.1	464.5	400.0	446.6	475.2	415.1	21.3	16.2	223.3	31.8	39.7
LnGrp LOS	F	F	F	F	F	F	F	C	B	F	C	D
Approach Vol, veh/h		2924			2604			1998			2314	
Approach Delay, s/veh		458.6			454.4			49.8			48.6	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		51.0	9.0	40.0		51.0	12.0	37.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		47.0	5.0	36.0		47.0	8.0	33.0
Max Q Clear Time (g_c+I1), s		49.0	7.0	38.0		49.0	10.0	35.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	278.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	93	2452	62	126	2227	105	46	162	114	69	95	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	101	2665	67	137	2421	114	50	176	124	75	103	66
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	2505	63	72	2445	114	75	180	117	102	119	65
Arrive On Green	0.71	0.71	0.71	0.94	0.94	0.94	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	126	3528	88	104	3443	161	162	856	558	262	568	308
Grp Volume(v), veh/h	101	1331	1401	137	1235	1300	350	0	0	244	0	0
Grp Sat Flow(s),veh/h/ln	126	1770	1847	104	1770	1834	1576	0	0	1138	0	0
Q Serve(g_s), s	2.3	71.0	71.0	0.0	54.1	68.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	71.0	71.0	71.0	71.0	54.1	68.7	21.0	0.0	0.0	21.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.09	0.14		0.35	0.31		0.27
Lane Grp Cap(c), veh/h	75	1256	1311	72	1256	1302	372	0	0	286	0	0
V/C Ratio(X)	1.35	1.06	1.07	1.90	0.98	1.00	0.94	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	75	1256	1311	72	1256	1302	372	0	0	286	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.0	14.5	14.5	38.3	2.3	2.7	39.8	0.0	0.0	38.8	0.0	0.0
Incr Delay (d2), s/veh	165.0	28.8	32.5	410.9	4.5	7.1	33.8	0.0	0.0	26.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	76.8	82.4	18.3	24.5	32.2	19.1	0.0	0.0	13.6	0.0	0.0
LnGrp Delay(d),s/veh	215.0	43.3	47.0	449.2	6.9	9.8	73.6	0.0	0.0	64.9	0.0	0.0
LnGrp LOS	F	F	F	F	A	A	E			E		
Approach Vol, veh/h		2833			2672			350			244	
Approach Delay, s/veh		51.3			31.0			73.6			64.9	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.0		75.0		25.0		75.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		21.0		71.0		21.0		71.0
Max Q Clear Time (g_c+I1), s		23.0		73.0		23.0		73.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	2575	41	23	2234	55	21	229	23	52	231	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	90	2799	45	25	2428	60	23	249	25	57	251	89
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2424	39	72	2400	59	56	358	34	83	261	88
Arrive On Green	0.90	0.90	0.90	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	132	3565	57	93	3530	87	70	1494	144	173	1089	365
Grp Volume(v), veh/h	90	1386	1458	25	1212	1276	297	0	0	397	0	0
Grp Sat Flow(s),veh/h/ln	132	1770	1853	93	1770	1847	1707	0	0	1627	0	0
Q Serve(g_s), s	0.1	68.0	68.0	0.0	0.0	67.9	0.0	0.0	0.0	8.6	0.0	0.0
Cycle Q Clear(g_c), s	68.0	68.0	68.0	68.0	0.0	67.9	15.4	0.0	0.0	24.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.08		0.08	0.14		0.22
Lane Grp Cap(c), veh/h	72	1203	1260	72	1203	1256	448	0	0	432	0	0
V/C Ratio(X)	1.25	1.15	1.16	0.35	1.01	1.02	0.66	0.00	0.00	0.92	0.00	0.00
Avail Cap(c_a), veh/h	72	1203	1260	72	1203	1256	448	0	0	432	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.8	4.8	4.8	34.0	0.0	0.0	34.5	0.0	0.0	38.0	0.0	0.0
Incr Delay (d2), s/veh	122.1	69.1	71.9	0.3	9.6	12.0	7.5	0.0	0.0	27.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	90.7	96.5	1.1	5.8	7.5	13.2	0.0	0.0	20.4	0.0	0.0
LnGrp Delay(d),s/veh	160.9	73.9	76.7	34.3	9.6	12.0	42.0	0.0	0.0	65.3	0.0	0.0
LnGrp LOS	F	F	F	C	F	F	D			E		
Approach Vol, veh/h		2934			2513			297			397	
Approach Delay, s/veh		78.0			11.1			42.0			65.3	
Approach LOS		E			B			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		28.0		72.0		28.0		72.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s		17.4		70.0		26.0		70.0
Green Ext Time (p_c), s		2.4		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	221	2427	50	51	2244	73	41	808	45	54	897	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	240	2638	54	55	2439	79	45	878	49	59	975	163
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2057	42	72	2030	65	39	698	56	49	629	148
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	128	3547	72	108	3500	113	0	2053	165	27	1849	436
Grp Volume(v), veh/h	240	1311	1381	55	1227	1291	476	0	496	592	0	605
Grp Sat Flow(s),veh/h/ln	128	1770	1850	108	1770	1843	552	0	1666	694	0	1618
Q Serve(g_s), s	0.0	58.0	58.0	0.0	58.0	58.0	0.0	0.0	28.0	6.0	0.0	34.0
Cycle Q Clear(g_c), s	58.0	58.0	58.0	58.0	58.0	58.0	34.0	0.0	28.0	34.0	0.0	34.0
Prop In Lane	1.00		0.04	1.00		0.06	0.09		0.10	0.10		0.27
Lane Grp Cap(c), veh/h	72	1026	1073	72	1026	1069	227	0	566	276	0	550
V/C Ratio(X)	3.33	1.28	1.29	0.76	1.20	1.21	2.10	0.00	0.88	2.15	0.00	1.10
Avail Cap(c_a), veh/h	72	1026	1073	72	1026	1069	227	0	566	276	0	550
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	11.4	11.4	40.4	11.4	11.4	32.6	0.0	31.0	33.3	0.0	33.0
Incr Delay (d2), s/veh	1053.2	125.7	129.6	4.4	88.8	94.5	508.4	0.0	17.1	528.2	0.0	68.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.7	108.8	115.7	2.2	91.0	97.5	67.0	0.0	21.9	86.4	0.0	46.1
LnGrp Delay(d),s/veh	1093.6	137.2	141.1	44.8	100.2	105.9	541.1	0.0	48.1	561.5	0.0	101.6
LnGrp LOS	F	F	F	D	F	F	F		D	F		F
Approach Vol, veh/h		2932			2573			972			1197	
Approach Delay, s/veh		217.3			101.9			289.7			329.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.0		62.0		38.0		62.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		58.0		34.0		58.0
Max Q Clear Time (g_c+I1), s		36.0		60.0		36.0		60.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	205.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	2329	68	99	1983	198	94	1619	102	154	1464	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	172	2532	74	108	2155	215	102	1760	111	167	1591	151
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1616	47	72	1498	147	72	1628	728	72	1505	141
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	149	3512	102	118	3256	320	276	3539	1583	243	3271	307
Grp Volume(v), veh/h	172	1270	1336	108	1155	1215	102	1760	111	167	854	888
Grp Sat Flow(s),veh/h/ln	149	1770	1845	118	1770	1806	276	1770	1583	243	1770	1809
Q Serve(g_s), s	0.0	46.0	46.0	0.0	46.0	46.0	0.0	46.0	4.1	0.0	46.0	46.0
Cycle Q Clear(g_c), s	46.0	46.0	46.0	46.0	46.0	46.0	46.0	46.0	4.1	46.0	46.0	46.0
Prop In Lane	1.00		0.06	1.00		0.18	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	72	814	849	72	814	831	72	1628	728	72	814	832
V/C Ratio(X)	2.39	1.56	1.57	1.50	1.42	1.46	1.42	1.08	0.15	2.32	1.05	1.07
Avail Cap(c_a), veh/h	72	814	849	72	814	831	72	1628	728	72	814	832
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	19.4	19.4	42.4	19.4	19.4	50.0	27.0	15.7	50.0	27.0	27.0
Incr Delay (d2), s/veh	628.8	252.4	259.2	231.6	189.0	208.8	251.0	47.7	0.4	634.9	45.0	51.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	26.0	135.9	144.3	11.9	111.7	121.7	12.6	59.7	3.3	26.4	58.6	62.4
LnGrp Delay(d),s/veh	671.3	271.8	278.6	274.0	208.4	228.2	301.0	74.7	16.1	684.9	72.0	78.0
LnGrp LOS	F	F	F	F	F	F	F	F	B	F	F	F
Approach Vol, veh/h		2778			2478			1973			1909	
Approach Delay, s/veh		299.8			221.0			83.1			128.4	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		46.0		46.0		46.0		46.0
Max Q Clear Time (g_c+I1), s		48.0		48.0		48.0		48.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	195.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	128	2417	53	111	2237	83	96	756	99	71	509	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	139	2627	58	121	2432	90	104	822	108	77	553	108
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2089	46	72	2054	76	72	532	70	72	500	98
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	128	3541	78	109	3482	128	771	1613	212	599	1515	296
Grp Volume(v), veh/h	139	1308	1377	121	1229	1293	104	0	930	77	0	661
Grp Sat Flow(s),veh/h/ln	128	1770	1849	109	1770	1840	771	0	1825	599	0	1811
Q Serve(g_s), s	0.0	59.0	59.0	0.0	59.0	59.0	0.0	0.0	33.0	0.0	0.0	33.0
Cycle Q Clear(g_c), s	59.0	59.0	59.0	59.0	59.0	59.0	33.0	0.0	33.0	33.0	0.0	33.0
Prop In Lane	1.00		0.04	1.00		0.07	1.00		0.12	1.00		0.16
Lane Grp Cap(c), veh/h	72	1044	1091	72	1044	1086	72	0	602	72	0	597
V/C Ratio(X)	1.93	1.25	1.26	1.68	1.18	1.19	1.44	0.00	1.54	1.07	0.00	1.11
Avail Cap(c_a), veh/h	72	1044	1091	72	1044	1086	72	0	602	72	0	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	20.5	20.5	50.0	20.5	20.5	50.0	0.0	33.5	50.0	0.0	33.5
Incr Delay (d2), s/veh	423.4	114.6	118.7	311.7	80.6	87.0	262.0	0.0	253.0	126.4	0.0	69.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.8	106.8	113.7	14.8	90.1	96.9	13.0	0.0	106.0	8.1	0.0	50.3
LnGrp Delay(d),s/veh	473.4	135.1	139.2	361.7	101.1	107.5	312.0	0.0	286.5	177.9	0.0	102.9
LnGrp LOS	F	F	F	F	F	F	F		F	F		F
Approach Vol, veh/h		2824			2643			1034			738	
Approach Delay, s/veh		153.7			116.1			289.0			110.8	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		63.0		37.0		63.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		33.0		59.0		33.0		59.0
Max Q Clear Time (g_c+I1), s		35.0		61.0		35.0		61.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	155.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	119	2322	32	34	2258	58	9	12	10	176	11	161
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	129	2524	35	37	2454	63	10	13	11	191	12	175
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2002	28	72	1975	50	93	120	102	246	14	207
Arrive On Green	0.74	0.74	0.74	0.56	0.56	0.56	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	129	3574	49	123	3526	90	511	665	562	1774	103	1496
Grp Volume(v), veh/h	129	1247	1312	37	1226	1291	34	0	0	191	0	187
Grp Sat Flow(s),veh/h/ln	129	1770	1854	123	1770	1847	1738	0	0	1774	0	1599
Q Serve(g_s), s	0.0	56.0	56.0	0.0	56.0	56.0	1.6	0.0	0.0	10.4	0.0	11.4
Cycle Q Clear(g_c), s	56.0	56.0	56.0	56.0	56.0	56.0	1.6	0.0	0.0	10.4	0.0	11.4
Prop In Lane	1.00		0.03	1.00		0.05	0.29		0.32	1.00		0.94
Lane Grp Cap(c), veh/h	72	991	1038	72	991	1034	315	0	0	246	0	222
V/C Ratio(X)	1.79	1.26	1.26	0.51	1.24	1.25	0.11	0.00	0.00	0.78	0.00	0.84
Avail Cap(c_a), veh/h	72	991	1038	72	991	1034	315	0	0	284	0	256
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	12.8	12.8	50.0	22.0	22.0	34.2	0.0	0.0	41.6	0.0	42.0
Incr Delay (d2), s/veh	361.3	116.9	119.5	0.6	107.7	112.4	0.7	0.0	0.0	11.1	0.0	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.6	101.6	107.7	1.5	98.3	104.8	1.5	0.0	0.0	9.8	0.0	10.4
LnGrp Delay(d),s/veh	402.0	129.7	132.3	50.6	129.7	134.4	34.9	0.0	0.0	52.7	0.0	61.8
LnGrp LOS	F	F	F	D	F	F	C			D		E
Approach Vol, veh/h		2688			2554			34			378	
Approach Delay, s/veh		144.0			130.9			34.9			57.2	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.1		60.0		17.9		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.6		58.0		13.4		58.0
Green Ext Time (p_c), s		0.1		0.0		0.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	131.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	2310	139	66	2096	39	0	553	264	0	546	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	71	2511	151	72	2278	42	0	601	287	0	593	120
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	72	1833	109	72	1920	35	0	453	216	0	572	116
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.00	0.38	0.38	0.00	0.38	0.38
Sat Flow, veh/h	156	3395	202	111	3555	65	0	1193	570	0	1505	304
Grp Volume(v), veh/h	71	1297	1365	72	1130	1190	0	0	888	0	0	713
Grp Sat Flow(s),veh/h/ln	156	1770	1827	111	1770	1851	0	0	1762	0	0	1809
Q Serve(g_s), s	0.0	54.0	54.0	0.0	54.0	54.0	0.0	0.0	38.0	0.0	0.0	38.0
Cycle Q Clear(g_c), s	54.0	54.0	54.0	54.0	54.0	54.0	0.0	0.0	38.0	0.0	0.0	38.0
Prop In Lane	1.00		0.11	1.00		0.04	0.00		0.32	0.00		0.17
Lane Grp Cap(c), veh/h	72	956	987	72	956	1000	0	0	670	0	0	687
V/C Ratio(X)	0.99	1.36	1.38	1.00	1.18	1.19	0.00	0.00	1.33	0.00	0.00	1.04
Avail Cap(c_a), veh/h	72	956	987	72	956	1000	0	0	670	0	0	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.20	0.20	0.20	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	23.0	23.0	50.0	23.0	23.0	0.0	0.0	31.0	0.0	0.0	31.0
Incr Delay (d2), s/veh	28.3	161.4	173.2	47.4	84.6	87.8	0.0	0.0	156.9	0.0	0.0	44.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	118.9	128.2	4.2	86.1	91.4	0.0	0.0	85.7	0.0	0.0	49.3
LnGrp Delay(d),s/veh	78.3	184.4	196.2	97.4	107.6	110.8	0.0	0.0	187.9	0.0	0.0	75.3
LnGrp LOS	E	F	F	F	F	F			F			F
Approach Vol, veh/h		2733			2392			888			713	
Approach Delay, s/veh		187.5			108.9			187.9			75.3	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.0		58.0		42.0		58.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		38.0		54.0		38.0		54.0
Max Q Clear Time (g_c+I1), s		40.0		56.0		40.0		56.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	147.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	2347	83	134	1973	40	0	1007	131	0	823	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	99	2551	90	146	2145	43	0	1095	142	0	895	111
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	112	2267	80	72	2307	46	0	851	110	0	856	106
Arrive On Green	0.65	0.65	0.65	0.86	0.86	0.86	0.00	0.27	0.27	0.00	0.27	0.27
Sat Flow, veh/h	178	3488	122	114	3549	71	0	3245	408	0	3263	393
Grp Volume(v), veh/h	99	1287	1354	146	1066	1122	0	614	623	0	500	506
Grp Sat Flow(s),veh/h/ln	178	1770	1841	114	1770	1850	0	1770	1791	0	1770	1793
Q Serve(g_s), s	22.5	65.0	65.0	0.0	41.0	42.5	0.0	27.0	27.0	0.0	27.0	27.0
Cycle Q Clear(g_c), s	65.0	65.0	65.0	65.0	41.0	42.5	0.0	27.0	27.0	0.0	27.0	27.0
Prop In Lane	1.00		0.07	1.00		0.04	0.00		0.23	0.00		0.22
Lane Grp Cap(c), veh/h	112	1150	1197	72	1150	1203	0	478	483	0	478	484
V/C Ratio(X)	0.88	1.12	1.13	2.03	0.93	0.93	0.00	1.28	1.29	0.00	1.05	1.05
Avail Cap(c_a), veh/h	112	1150	1197	72	1150	1203	0	478	483	0	478	484
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	17.5	17.5	39.3	5.2	5.2	0.0	36.5	36.5	0.0	36.5	36.5
Incr Delay (d2), s/veh	7.8	54.7	60.4	466.9	1.5	1.6	0.0	143.4	144.8	0.0	53.6	53.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	85.1	91.7	20.4	21.2	22.7	0.0	57.9	58.9	0.0	36.5	36.9
LnGrp Delay(d),s/veh	53.2	72.2	77.9	506.2	6.7	6.8	0.0	179.9	181.3	0.0	90.1	89.9
LnGrp LOS	D	F	F	F	A	A		F	F		F	F
Approach Vol, veh/h		2740			2334			1237			1006	
Approach Delay, s/veh		74.3			38.0			180.6			90.0	
Approach LOS		E			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		69.0		31.0		69.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0		65.0		27.0		65.0
Max Q Clear Time (g_c+I1), s		29.0		67.0		29.0		67.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	82.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	335	2120	86	220	2087	109	78	1136	283	117	1239	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	364	2304	93	239	2268	118	85	1235	308	127	1347	82
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1593	712	178	1438	74	143	1026	554	143	983	60
Arrive On Green	0.09	0.45	0.45	0.06	0.42	0.42	0.04	0.29	0.29	0.04	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	1774	3425	177	1774	3539	1583	1774	3390	206
Grp Volume(v), veh/h	364	2304	93	239	1162	1224	85	1235	308	127	702	727
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1832	1774	1770	1583	1774	1770	1826
Q Serve(g_s), s	9.0	45.0	3.4	6.0	42.0	42.0	3.4	29.0	15.7	4.0	29.0	29.0
Cycle Q Clear(g_c), s	9.0	45.0	3.4	6.0	42.0	42.0	3.4	29.0	15.7	4.0	29.0	29.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	232	1593	712	178	743	769	143	1026	554	143	513	530
V/C Ratio(X)	1.57	1.45	0.13	1.34	1.56	1.59	0.59	1.20	0.56	0.89	1.37	1.37
Avail Cap(c_a), veh/h	232	1593	712	178	743	769	143	1026	554	143	513	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	27.5	16.1	24.8	29.0	29.0	27.8	35.5	26.2	32.7	35.5	35.5
Incr Delay (d2), s/veh	259.0	201.3	0.0	156.2	254.4	266.3	6.5	100.9	4.0	44.0	177.4	179.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.2	114.6	2.1	22.6	125.4	134.0	3.4	51.3	11.9	5.9	70.9	73.8
LnGrp Delay(d),s/veh	288.2	228.8	16.1	181.0	283.4	295.3	34.3	136.4	30.2	76.7	212.9	215.1
LnGrp LOS	F	F	B	F	F	F	C	F	C	E	F	F
Approach Vol, veh/h		2761			2625			1628			1556	
Approach Delay, s/veh		229.5			279.6			111.0			202.8	
Approach LOS		F			F			F			F	

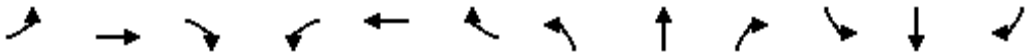
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	33.0	10.0	49.0	8.0	33.0	13.0	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	29.0	6.0	45.0	4.0	29.0	9.0	42.0
Max Q Clear Time (g_c+I1), s	6.0	31.0	8.0	47.0	5.4	31.0	11.0	44.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	217.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1449	1049	78	2383	85	0	0	0	132	41	18
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	14	1575	1140	85	2590	92				143	45	20
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	44	2518	1203	152	2650	94				195	61	27
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.16	0.16	0.16
Sat Flow, veh/h	9	3313	1583	105	3487	123				1218	383	170
Grp Volume(v), veh/h	852	737	1140	85	1307	1375				208	0	0
Grp Sat Flow(s),veh/h/ln	1712	1610	1583	105	1770	1841				1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	76.0	0.0	0.0				11.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	76.0	0.0	0.0				11.2	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.07				0.69		0.10
Lane Grp Cap(c), veh/h	1338	1224	1203	152	1345	1399				283	0	0
V/C Ratio(X)	0.64	0.60	0.95	0.56	0.97	0.98				0.73	0.00	0.00
Avail Cap(c_a), veh/h	1338	1224	1203	152	1345	1399				283	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	2.2	0.0	0.0				40.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	2.0	0.4	3.2	4.2				15.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	1.1	2.5	1.7	2.3				11.0	0.0	0.0
LnGrp Delay(d),s/veh	0.1	0.1	2.0	2.6	3.2	4.2				55.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				E		
Approach Vol, veh/h		2729			2767						208	
Approach Delay, s/veh		0.9			3.7						55.5	
Approach LOS		A			A						E	

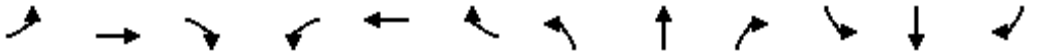
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				80.0		20.0		80.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s				2.0		13.2		78.0
Green Ext Time (p_c), s				73.6		0.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.2
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1540	0	0	1229	44	1242	126	114	28	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3521		1681	1672			1660	
Flt Permitted	0.10	1.00			1.00		0.71	0.75			0.57	
Satd. Flow (perm)	191	3539			3521		1261	1294			957	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	1674	0	0	1336	48	1350	137	124	30	0	73
RTOR Reduction (vph)	0	0	0	0	2	0	0	1	0	0	5	0
Lane Group Flow (vph)	25	1674	0	0	1382	0	810	800	0	0	98	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	39.0	39.0			39.0		53.0	53.0			53.0	
Effective Green, g (s)	39.0	39.0			39.0		53.0	53.0			53.0	
Actuated g/C Ratio	0.39	0.39			0.39		0.53	0.53			0.53	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	74	1380			1373		668	685			507	
v/s Ratio Prot		c0.47			0.39							
v/s Ratio Perm	0.13						c0.64	0.62			0.10	
v/c Ratio	0.34	1.21			1.01		1.21	1.17			0.19	
Uniform Delay, d1	21.4	30.5			30.5		23.5	23.5			12.3	
Progression Factor	0.82	0.79			1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.6	100.1			25.8		109.1	90.5			0.8	
Delay (s)	19.2	124.2			56.3		132.6	114.0			13.2	
Level of Service	B	F			E		F	F			B	
Approach Delay (s)		122.6			56.3			123.4			13.2	
Approach LOS		F			E			F			B	

Intersection Summary			
HCM 2000 Control Delay	101.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	168	10	716	4	1	4	32	1518	17	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	183	11	778	4	1	4	35	1650	18			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	117	4	712	108	16	712	43	2144	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	8	1583	0	34	1583	103	5145	1583			
Grp Volume(v), veh/h	194	0	778	5	0	4	633	1052	18			
Grp Sat Flow(s),veh/h/ln	8	0	1583	34	0	1583	1858	1695	1583			
Q Serve(g_s), s	0.0	0.0	27.0	0.0	0.0	0.1	18.1	15.7	0.4			
Cycle Q Clear(g_c), s	27.0	0.0	27.0	27.0	0.0	0.1	18.1	15.7	0.4			
Prop In Lane	0.94		1.00	0.80		1.00	0.06		1.00			
Lane Grp Cap(c), veh/h	120	0	712	124	0	712	774	1413	660			
V/C Ratio(X)	1.61	0.00	1.09	0.04	0.00	0.01	0.82	0.74	0.03			
Avail Cap(c_a), veh/h	120	0	712	124	0	712	774	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	29.2	0.0	16.5	15.0	0.0	9.1	15.5	14.8	10.3			
Incr Delay (d2), s/veh	310.5	0.0	61.5	0.1	0.0	0.0	9.4	3.6	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	22.2	0.0	42.9	0.1	0.0	0.1	16.6	12.7	0.3			
LnGrp Delay(d),s/veh	339.6	0.0	78.0	15.1	0.0	9.1	24.9	18.4	10.4			
LnGrp LOS	F		F	B		A	C	B	B			
Approach Vol, veh/h		972			9			1703				
Approach Delay, s/veh		130.2			12.4			20.7				
Approach LOS		F			B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		20.1		29.0				29.0
Green Ext Time (p_c), s		3.9		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.4
HCM 2010 LOS	E

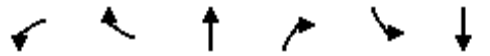
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	0	0	0	12	3577	207	120	3420	7
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	2	2				13	3888	225	130	3717	8
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	0	15	12				41	5339	312	91	4657	1450
Arrive On Green	0.00	0.00	0.00				0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	0	3632	2787				5	5830	341	25	5085	1583
Grp Volume(v), veh/h	0	2	2				1187	1858	1080	130	3717	8
Grp Sat Flow(s),veh/h/ln	0	1770	1393				1625	1458	1635	25	1695	1583
Q Serve(g_s), s	0.0	0.1	0.1				0.0	14.8	16.4	75.2	22.9	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1				14.8	14.8	16.4	91.6	22.9	0.0
Prop In Lane	0.00		1.00				0.01		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	0	15	12				1524	2670	1497	91	4657	1450
V/C Ratio(X)	0.00	0.13	0.17				0.78	0.70	0.72	1.43	0.80	0.01
Avail Cap(c_a), veh/h	0	1663	1310				1524	2670	1497	91	4657	1450
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	49.6				1.0	1.0	1.0	42.2	1.3	0.4
Incr Delay (d2), s/veh	0.0	4.0	6.7				4.0	1.5	3.0	246.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.1				13.4	10.0	12.9	15.7	15.5	0.0
LnGrp Delay(d),s/veh	0.0	53.6	56.3				5.0	2.5	4.1	288.3	2.8	0.4
LnGrp LOS		D	E				A	A	A	F	A	A
Approach Vol, veh/h		4						4126			3855	
Approach Delay, s/veh		55.0						3.6			12.4	
Approach LOS		D						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		4.4		95.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		18.4		2.1		93.6		
Green Ext Time (p_c), s		0.0		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.9
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	785	0	0	1603	77	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1863			3539	1762	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1863			3539	1762	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	853	0	0	1742	84	7
RTOR Reduction (vph)	0	0	0	0	3	0
Lane Group Flow (vph)	853	0	0	1742	88	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	67.8			67.8	24.2	
Effective Green, g (s)	67.8			67.8	24.2	
Actuated g/C Ratio	0.68			0.68	0.24	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1263			2399	426	
v/s Ratio Prot	0.46			c0.49	c0.05	
v/s Ratio Perm						
v/c Ratio	0.68			0.73	0.21	
Uniform Delay, d1	9.6			10.2	30.2	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.4			1.1	1.1	
Delay (s)	11.0			11.3	31.3	
Level of Service	B			B	C	
Approach Delay (s)	11.0			11.3	31.3	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	413	37	1413	0	0	1178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.99		1.00			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	3413		3539			3539
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	3413		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	449	40	1536	0	0	1280
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	481	0	1536	0	0	1280
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	19.3		72.7			72.7
Effective Green, g (s)	19.3		72.7			72.7
Actuated g/C Ratio	0.19		0.73			0.73
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	658		2572			2572
v/s Ratio Prot	c0.14		c0.43			0.36
v/s Ratio Perm						
v/c Ratio	0.73		0.60			0.50
Uniform Delay, d1	37.9		6.6			5.8
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	4.2		1.0			0.7
Delay (s)	42.1		7.6			6.5
Level of Service	D		A			A
Approach Delay (s)	42.1		7.6			6.5
Approach LOS	D		A			A

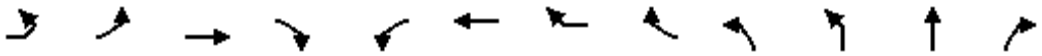
Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	632	81	0	1162	159	375	0	155	1909
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.94	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1696	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1696	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	687	88	0	1263	173	408	0	168	2075
RTOR Reduction (vph)	0	0	0	0	29	232	0	0	0
Lane Group Flow (vph)	687	88	0	1263	270	50	0	168	2075
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	301	267		281	1583
v/s Ratio Prot	0.19	0.06		0.36	0.16				
v/s Ratio Perm						0.03		0.11	c1.31
v/c Ratio	0.26	0.31		0.49	0.90	0.19		0.60	1.31
Uniform Delay, d1	4.0	32.2		5.0	36.2	31.5		34.0	45.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	2.9		0.7	31.3	1.6		9.1	144.5
Delay (s)	4.2	35.1		5.6	67.5	33.0		43.1	189.5
Level of Service	A	D		A	E	C		D	F
Approach Delay (s)	7.7			5.6	50.7		178.5		
Approach LOS	A			A	D		F		

Intersection Summary			
HCM 2000 Control Delay	91.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	129.9%	ICU Level of Service	H
Analysis Period (min)	15		

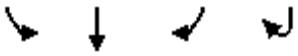
! Phase conflict between lane groups.

c Critical Lane Group



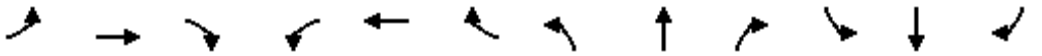
Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	359	15	587	159	165	1123	828	21	28	326	30	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.94				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3311				1681	1698	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3311				1011	1698	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	390	16	638	173	179	1221	900	23	30	354	33	47
RTOR Reduction (vph)	0	0	0	97	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	406	638	76	179	2144	0	0	0	203	214	10
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	46.2	46.2	15.0	54.2				7.0	7.0	22.0
Effective Green, g (s)		8.0	46.2	46.2	15.0	54.2				7.0	7.0	22.0
Actuated g/C Ratio		0.08	0.44	0.44	0.14	0.52				0.07	0.07	0.21
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1557	696	252	1709				67	113	331
v/s Ratio Prot			0.18		0.10	c0.65					0.13	0.00
v/s Ratio Perm		c0.44		0.05						c0.20		0.00
v/c Ratio		5.80	0.41	0.11	0.71	1.25				3.03	1.89	0.03
Uniform Delay, d1		48.5	20.1	17.3	42.9	25.4				49.0	49.0	33.0
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		2190.6	0.8	0.3	9.1	119.4				951.9	433.5	0.0
Delay (s)		2239.1	20.9	17.6	52.0	144.8				1000.9	482.5	33.0
Level of Service		F	C	B	D	F				F	F	C
Approach Delay (s)			760.4			137.6					663.8	
Approach LOS			F			F					F	

Intersection Summary			
HCM 2000 Control Delay	361.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.79		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	117.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



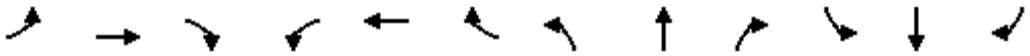
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	87	145	18	61
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3352		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3352		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	158	20	66
RTOR Reduction (vph)	0	37	0	0
Lane Group Flow (vph)	95	207	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	10.8	10.8		
Effective Green, g (s)	10.8	10.8		
Actuated g/C Ratio	0.10	0.10		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	182	344		
v/s Ratio Prot	0.05	c0.06		
v/s Ratio Perm				
v/c Ratio	0.52	0.60		
Uniform Delay, d1	44.7	45.0		
Progression Factor	1.00	1.00		
Incremental Delay, d2	2.7	3.0		
Delay (s)	47.3	48.0		
Level of Service	D	D		
Approach Delay (s)		47.8		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	811	359	117	1957	0	0	0	0	643	5	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.88	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.99	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1549	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.99	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1549	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	882	390	127	2127	0	0	0	0	699	5	409
RTOR Reduction (vph)	0	0	208	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	882	182	127	2127	0	0	0	0	580	525	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		42.5	42.5	11.5	58.0					23.0	23.0	
Effective Green, g (s)		42.5	42.5	11.5	58.0					23.0	23.0	
Actuated g/C Ratio		0.47	0.47	0.13	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1654	740	223	2258					425	391	
v/s Ratio Prot		0.25		0.07	c0.60							
v/s Ratio Perm			0.12							c0.35	0.34	
v/c Ratio		0.53	0.25	0.57	0.94					1.36	1.34	
Uniform Delay, d1		17.2	14.6	37.4	14.9					34.0	34.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		1.2	0.8	3.3	8.8					178.7	170.3	
Delay (s)		18.4	15.4	40.7	23.7					212.6	204.2	
Level of Service		B	B	D	C					F	F	
Approach Delay (s)		17.5			24.6			0.0			208.6	
Approach LOS		B			C			A			F	

Intersection Summary			
HCM 2000 Control Delay	66.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	136.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	204	1274	0	0	1485	989	621	0	203	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.09	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	160	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	222	1385	0	0	1614	1075	675	0	221	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	417	0	0	171	0	0	0
Lane Group Flow (vph)	222	1385	0	0	1614	658	675	0	50	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	46.6	46.6			46.6	46.6	20.4		20.4			
Effective Green, g (s)	46.6	46.6			46.6	46.6	20.4		20.4			
Actuated g/C Ratio	0.52	0.52			0.52	0.52	0.23		0.23			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	82	1832			1832	819	778		358			
v/s Ratio Prot		0.39			0.46		c0.20					
v/s Ratio Perm	c1.39					0.42			0.03			
v/c Ratio	2.71	0.76			0.88	0.80	0.87		0.14			
Uniform Delay, d1	21.7	17.2			19.2	17.9	33.5		27.8			
Progression Factor	1.00	1.00			0.54	1.60	1.00		1.00			
Incremental Delay, d2	801.7	3.0			6.2	7.8	10.1		0.2			
Delay (s)	823.4	20.2			16.7	36.4	43.6		28.0			
Level of Service	F	C			B	D	D		C			
Approach Delay (s)		131.1			24.6			39.7			0.0	
Approach LOS		F			C			D			A	

Intersection Summary			
HCM 2000 Control Delay	60.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	259	1647	94	286	1864	99	113	1574	244	232	1834	447
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	282	1790	102	311	2026	108	123	1711	265	252	1993	486
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1056	60	178	1094	58	74	2594	902	129	2099	493
Arrive On Green	0.03	0.21	0.21	0.08	0.43	0.43	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1774	3406	192	1774	3420	181	133	5085	1583	220	4116	967
Grp Volume(v), veh/h	282	923	969	311	1040	1094	123	1711	265	252	1628	851
Grp Sat Flow(s),veh/h/ln	1774	1770	1829	1774	1770	1831	133	1695	1583	220	1695	1692
Q Serve(g_s), s	5.0	31.0	31.0	6.0	32.0	32.0	1.5	24.8	8.6	26.2	45.3	49.5
Cycle Q Clear(g_c), s	5.0	31.0	31.0	6.0	32.0	32.0	51.0	24.8	8.6	51.0	45.3	49.5
Prop In Lane	1.00		0.11	1.00		0.10	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	161	549	567	178	566	586	74	2594	902	129	1729	863
V/C Ratio(X)	1.75	1.68	1.71	1.74	1.84	1.87	1.66	0.66	0.29	1.95	0.94	0.99
Avail Cap(c_a), veh/h	161	549	567	178	566	586	74	2594	902	129	1729	863
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	0.30	0.30	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	39.6	39.6	29.4	28.7	28.7	50.0	18.1	11.1	44.2	23.1	24.1
Incr Delay (d2), s/veh	346.7	309.1	321.5	341.3	378.3	392.5	350.5	1.3	0.8	453.2	11.7	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.9	109.9	116.8	34.1	132.0	140.3	16.6	17.5	7.1	35.7	31.8	38.4
LnGrp Delay(d),s/veh	378.5	348.7	361.1	370.7	407.0	421.3	400.5	19.4	11.9	497.4	34.7	51.5
LnGrp LOS	F	F	F	F	F	F	F	B	B	F	C	D
Approach Vol, veh/h		2174			2445			2099			2731	
Approach Delay, s/veh		358.1			408.8			40.8			82.7	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		55.0	10.0	35.0		55.0	9.0	36.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		51.0	6.0	31.0		51.0	5.0	32.0
Max Q Clear Time (g_c+I1), s		53.0	8.0	33.0		53.0	7.0	34.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	221.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	2040	39	154	2173	60	32	73	29	66	107	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	2217	42	167	2362	65	35	79	32	72	116	87
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	2701	51	132	2674	73	82	153	54	103	120	82
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	141	3553	67	166	3519	96	236	959	335	362	752	515
Grp Volume(v), veh/h	43	1101	1158	167	1182	1245	146	0	0	275	0	0
Grp Sat Flow(s),veh/h/ln	141	1770	1851	166	1770	1846	1529	0	0	1629	0	0
Q Serve(g_s), s	10.6	39.5	40.2	35.8	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0
Cycle Q Clear(g_c), s	10.6	39.5	40.2	76.0	0.0	0.0	8.2	0.0	0.0	16.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.05	0.24		0.22	0.26		0.32
Lane Grp Cap(c), veh/h	179	1345	1407	132	1345	1403	289	0	0	306	0	0
V/C Ratio(X)	0.24	0.82	0.82	1.27	0.88	0.89	0.50	0.00	0.00	0.90	0.00	0.00
Avail Cap(c_a), veh/h	179	1345	1407	132	1345	1403	289	0	0	306	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.1	7.6	7.7	29.9	0.0	0.0	38.5	0.0	0.0	42.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	126.8	0.7	0.7	6.2	0.0	0.0	31.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	20.9	22.3	14.8	0.5	0.5	7.6	0.0	0.0	15.4	0.0	0.0
LnGrp Delay(d),s/veh	4.2	8.0	8.1	156.7	0.7	0.7	44.7	0.0	0.0	73.3	0.0	0.0
LnGrp LOS	A	A	A	F	A	A	D			E		
Approach Vol, veh/h		2302			2594			146			275	
Approach Delay, s/veh		8.0			10.8			44.7			73.3	
Approach LOS		A			B			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		80.0		20.0		80.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s		10.2		42.2		18.0		78.0
Green Ext Time (p_c), s		1.3		33.8		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	1578	21	26	2696	24	28	129	29	54	167	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	40	1715	23	28	2930	26	30	140	32	59	182	113
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2539	34	269	2552	23	70	251	53	87	194	112
Arrive On Green	1.00	1.00	1.00	0.94	0.94	0.94	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	83	3576	48	277	3595	32	136	1196	251	216	924	535
Grp Volume(v), veh/h	40	847	891	28	1440	1516	202	0	0	354	0	0
Grp Sat Flow(s),veh/h/ln	83	1770	1854	277	1770	1857	1582	0	0	1675	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.7	71.0	71.0	0.0	0.0	0.0	10.5	0.0	0.0
Cycle Q Clear(g_c), s	71.0	0.0	0.0	0.7	71.0	71.0	10.5	0.0	0.0	21.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	0.15		0.16	0.17		0.32
Lane Grp Cap(c), veh/h	72	1256	1317	269	1256	1319	374	0	0	394	0	0
V/C Ratio(X)	0.56	0.67	0.68	0.10	1.15	1.15	0.54	0.00	0.00	0.90	0.00	0.00
Avail Cap(c_a), veh/h	72	1256	1317	269	1256	1319	374	0	0	394	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.5	0.0	0.0	0.8	2.8	2.8	35.2	0.0	0.0	39.4	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.6	0.6	0.0	66.8	68.3	5.5	0.0	0.0	26.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.4	0.4	0.1	87.7	92.9	9.4	0.0	0.0	18.4	0.0	0.0
LnGrp Delay(d),s/veh	39.5	0.6	0.6	0.8	69.6	71.1	40.7	0.0	0.0	65.3	0.0	0.0
LnGrp LOS	D	A	A	A	F	F	D			E		
Approach Vol, veh/h		1778			2984			202			354	
Approach Delay, s/veh		1.5			69.7			40.7			65.3	
Approach LOS		A			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.0		75.0		25.0		75.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		21.0		71.0		21.0		71.0
Max Q Clear Time (g_c+I1), s		12.5		73.0		23.0		73.0
Green Ext Time (p_c), s		2.3		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	108	1543	54	76	2365	52	29	563	20	55	945	336
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	117	1677	59	83	2571	57	32	612	22	60	1027	365
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1954	68	227	1983	44	40	827	38	65	715	288
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	115	3488	122	277	3540	78	0	2297	105	72	1987	799
Grp Volume(v), veh/h	117	848	888	83	1280	1348	314	0	352	742	0	710
Grp Sat Flow(s),veh/h/ln	115	1770	1841	277	1770	1849	725	0	1677	1303	0	1554
Q Serve(g_s), s	0.0	0.0	0.0	12.7	56.0	56.0	0.0	0.0	17.0	19.0	0.0	36.0
Cycle Q Clear(g_c), s	56.0	0.0	0.0	12.7	56.0	56.0	36.0	0.0	17.0	36.0	0.0	36.0
Prop In Lane	1.00		0.07	1.00		0.04	0.10		0.06	0.08		0.51
Lane Grp Cap(c), veh/h	72	991	1031	227	991	1035	301	0	604	508	0	559
V/C Ratio(X)	1.62	0.86	0.86	0.37	1.29	1.30	1.04	0.00	0.58	1.46	0.00	1.27
Avail Cap(c_a), veh/h	72	991	1031	227	991	1035	301	0	604	508	0	559
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	7.2	12.8	12.8	33.6	0.0	25.9	34.6	0.0	32.0
Incr Delay (d2), s/veh	319.0	5.1	5.2	0.1	132.1	136.4	63.8	0.0	4.1	217.8	0.0	134.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.0	2.5	2.7	1.4	108.7	115.6	22.5	0.0	13.3	80.5	0.0	65.4
LnGrp Delay(d),s/veh	347.0	5.1	5.2	7.3	144.9	149.2	97.4	0.0	30.0	252.4	0.0	166.8
LnGrp LOS	F	A	A	A	F	F	F		C	F		F
Approach Vol, veh/h		1853			2711			666			1452	
Approach Delay, s/veh		26.7			142.8			61.8			210.5	
Approach LOS		C			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		38.0		58.0		38.0		58.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	117.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	93	1529	82	166	2312	102	103	1348	118	130	1572	183
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	101	1662	89	180	2513	111	112	1465	128	141	1709	199
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1880	100	222	1900	83	72	1310	586	72	1185	135
Arrive On Green	1.00	1.00	1.00	0.73	0.73	0.73	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	115	3418	182	273	3454	151	235	3539	1583	319	3202	366
Grp Volume(v), veh/h	101	856	895	180	1278	1346	112	1465	128	141	931	977
Grp Sat Flow(s),veh/h/ln	115	1770	1831	273	1770	1836	235	1770	1583	319	1770	1798
Q Serve(g_s), s	0.0	0.0	0.0	55.0	55.0	55.0	0.0	37.0	5.5	0.0	37.0	37.0
Cycle Q Clear(g_c), s	55.0	0.0	0.0	55.0	55.0	55.0	37.0	37.0	5.5	37.0	37.0	37.0
Prop In Lane	1.00		0.10	1.00		0.08	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	72	973	1007	222	973	1010	72	1310	586	72	655	665
V/C Ratio(X)	1.40	0.88	0.89	0.81	1.31	1.33	1.56	1.12	0.22	1.96	1.42	1.47
Avail Cap(c_a), veh/h	72	973	1007	222	973	1010	72	1310	586	72	655	665
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	18.0	13.4	13.4	50.0	31.5	21.6	50.0	31.5	31.5
Incr Delay (d2), s/veh	208.2	3.6	3.9	2.1	141.7	150.3	307.0	64.2	0.9	477.4	198.6	219.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	1.8	2.0	6.2	111.2	119.4	14.6	53.4	4.6	20.8	97.4	105.8
LnGrp Delay(d),s/veh	235.7	3.6	3.9	20.1	155.2	163.7	357.0	95.7	22.4	527.4	230.1	250.6
LnGrp LOS	F	A	A	C	F	F	F	F	C	F	F	F
Approach Vol, veh/h		1852			2804			1705			2049	
Approach Delay, s/veh		16.4			150.6			107.4			260.3	
Approach LOS		B			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.0		59.0		41.0		59.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		55.0		37.0		55.0
Max Q Clear Time (g_c+I1), s		39.0		57.0		39.0		57.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	139.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	98	1589	89	233	2458	45	48	366	66	96	713	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	107	1727	97	253	2672	49	52	398	72	104	775	73
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2079	116	227	2169	40	72	476	86	135	520	49
Arrive On Green	1.00	1.00	1.00	0.61	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	105	3409	190	255	3556	65	647	1536	278	920	1677	158
Grp Volume(v), veh/h	107	891	933	253	1326	1395	52	0	470	104	0	848
Grp Sat Flow(s),veh/h/ln	105	1770	1829	255	1770	1851	647	0	1814	920	0	1835
Q Serve(g_s), s	0.0	0.0	0.0	61.0	61.0	61.0	0.0	0.0	24.1	6.9	0.0	31.0
Cycle Q Clear(g_c), s	61.0	0.0	0.0	61.0	61.0	61.0	31.0	0.0	24.1	31.0	0.0	31.0
Prop In Lane	1.00		0.10	1.00		0.04	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	72	1079	1116	227	1079	1129	72	0	562	135	0	569
V/C Ratio(X)	1.49	0.83	0.84	1.11	1.23	1.24	0.72	0.00	0.84	0.77	0.00	1.49
Avail Cap(c_a), veh/h	72	1079	1116	227	1079	1129	72	0	562	135	0	569
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	0.0	29.2	19.5	19.5	50.0	0.0	32.1	47.9	0.0	34.5
Incr Delay (d2), s/veh	236.1	1.4	1.5	57.0	103.4	106.8	47.2	0.0	13.7	33.6	0.0	230.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	0.7	0.8	17.7	104.7	111.3	4.3	0.0	20.3	7.4	0.0	93.6
LnGrp Delay(d),s/veh	266.6	1.4	1.5	86.2	122.9	126.3	97.2	0.0	45.9	81.5	0.0	264.6
LnGrp LOS	F	A	A	F	F	F	F		D	F		F
Approach Vol, veh/h		1931			2974			522			952	
Approach Delay, s/veh		16.1			121.4			51.0			244.6	
Approach LOS		B			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		65.0		35.0		65.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		61.0		31.0		61.0
Max Q Clear Time (g_c+I1), s		33.0		63.0		33.0		63.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	102.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	107	1671	4	9	2466	104	10	6	4	189	20	182
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	1816	4	10	2680	113	11	7	4	205	22	198
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2029	4	215	1939	81	145	92	53	276	25	225
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	97	3623	8	256	3462	145	881	561	320	1774	161	1447
Grp Volume(v), veh/h	116	887	933	10	1361	1432	22	0	0	205	0	220
Grp Sat Flow(s),veh/h/ln	97	1770	1861	256	1770	1837	1762	0	0	1774	0	1607
Q Serve(g_s), s	0.0	0.0	0.0	1.8	56.0	56.0	1.1	0.0	0.0	11.0	0.0	13.4
Cycle Q Clear(g_c), s	56.0	0.0	0.0	1.8	56.0	56.0	1.1	0.0	0.0	11.0	0.0	13.4
Prop In Lane	1.00		0.00	1.00		0.08	0.50		0.18	1.00		0.90
Lane Grp Cap(c), veh/h	72	991	1042	215	991	1029	290	0	0	276	0	250
V/C Ratio(X)	1.61	0.89	0.90	0.05	1.37	1.39	0.08	0.00	0.00	0.74	0.00	0.88
Avail Cap(c_a), veh/h	72	991	1042	215	991	1029	290	0	0	284	0	257
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	10.1	22.0	22.0	35.3	0.0	0.0	40.3	0.0	41.3
Incr Delay (d2), s/veh	298.6	4.6	4.4	0.0	168.5	177.0	0.5	0.0	0.0	9.9	0.0	27.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.3	2.3	2.3	0.2	126.6	135.5	1.0	0.0	0.0	10.2	0.0	12.4
LnGrp Delay(d),s/veh	326.6	4.6	4.4	10.1	190.5	199.0	35.8	0.0	0.0	50.2	0.0	68.7
LnGrp LOS	F	A	A	B	F	F	D			D		E
Approach Vol, veh/h		1936			2803			22			425	
Approach Delay, s/veh		23.8			194.2			35.8			59.8	
Approach LOS		C			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.5		60.0		19.5		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.1		58.0		15.4		58.0
Green Ext Time (p_c), s		0.0		0.0		0.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	118.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	1561	184	167	2395	36	0	366	167	0	624	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	60	1697	200	182	2603	39	0	398	182	0	678	136
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	72	1950	226	108	2177	33	0	375	172	0	467	94
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.00	0.31	0.31	0.00	0.31	0.31
Sat Flow, veh/h	113	3197	370	237	3570	53	0	1211	554	0	1507	302
Grp Volume(v), veh/h	60	926	971	182	1287	1355	0	0	580	0	0	814
Grp Sat Flow(s),veh/h/ln	113	1770	1797	237	1770	1853	0	0	1765	0	0	1809
Q Serve(g_s), s	0.0	42.8	45.8	15.2	61.0	61.0	0.0	0.0	31.0	0.0	0.0	31.0
Cycle Q Clear(g_c), s	61.0	42.8	45.8	61.0	61.0	61.0	0.0	0.0	31.0	0.0	0.0	31.0
Prop In Lane	1.00		0.21	1.00		0.03	0.00		0.31	0.00		0.17
Lane Grp Cap(c), veh/h	72	1079	1096	108	1079	1131	0	0	547	0	0	561
V/C Ratio(X)	0.83	0.86	0.89	1.69	1.19	1.20	0.00	0.00	1.06	0.00	0.00	1.45
Avail Cap(c_a), veh/h	72	1079	1096	108	1079	1131	0	0	547	0	0	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.09	0.09	0.09	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	16.0	16.5	47.5	19.5	19.5	0.0	0.0	34.5	0.0	0.0	34.5
Incr Delay (d2), s/veh	23.8	2.5	3.3	312.2	87.5	90.2	0.0	0.0	55.4	0.0	0.0	212.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	25.8	28.0	22.2	96.6	102.5	0.0	0.0	42.2	0.0	0.0	87.5
LnGrp Delay(d),s/veh	73.8	18.5	19.9	359.7	107.0	109.7	0.0	0.0	89.9	0.0	0.0	247.4
LnGrp LOS	E	B	B	F	F	F			F			F
Approach Vol, veh/h		1957			2824			580			814	
Approach Delay, s/veh		20.9			124.6			89.9			247.4	
Approach LOS		C			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		65.0		35.0		65.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		61.0		31.0		61.0
Max Q Clear Time (g_c+I1), s		33.0		63.0		33.0		63.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	104.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	1545	79	98	2076	15	0	958	84	0	993	151
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	54	1679	86	107	2257	16	0	1041	91	0	1079	164
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	73	2159	110	145	2269	16	0	955	83	0	894	136
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.00	0.29	0.29	0.00	0.29	0.29
Sat Flow, veh/h	164	3427	175	270	3602	26	0	3387	288	0	3175	468
Grp Volume(v), veh/h	54	862	903	107	1107	1166	0	559	573	0	619	624
Grp Sat Flow(s),veh/h/ln	164	1770	1832	270	1770	1858	0	1770	1812	0	1770	1780
Q Serve(g_s), s	0.7	35.2	35.9	27.1	61.9	62.3	0.0	29.0	29.0	0.0	29.0	29.0
Cycle Q Clear(g_c), s	63.0	35.2	35.9	63.0	61.9	62.3	0.0	29.0	29.0	0.0	29.0	29.0
Prop In Lane	1.00		0.10	1.00		0.01	0.00		0.16	0.00		0.26
Lane Grp Cap(c), veh/h	73	1115	1154	145	1115	1171	0	513	525	0	513	516
V/C Ratio(X)	0.74	0.77	0.78	0.74	0.99	1.00	0.00	1.09	1.09	0.00	1.21	1.21
Avail Cap(c_a), veh/h	73	1115	1154	145	1115	1171	0	513	525	0	513	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	13.4	13.5	40.8	18.3	18.4	0.0	35.5	35.5	0.0	35.5	35.5
Incr Delay (d2), s/veh	12.4	1.2	1.2	1.8	6.6	6.9	0.0	66.2	66.1	0.0	109.8	111.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	21.3	22.2	3.9	34.7	36.5	0.0	42.4	43.4	0.0	53.6	54.3
LnGrp Delay(d),s/veh	62.4	14.5	14.7	42.6	24.9	25.3	0.0	101.7	101.6	0.0	145.3	146.8
LnGrp LOS	E	B	B	D	C	C		F	F		F	F
Approach Vol, veh/h		1819			2380			1132			1243	
Approach Delay, s/veh		16.0			25.9			101.6			146.0	
Approach LOS		B			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		67.0		33.0		67.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		29.0		63.0		29.0		63.0
Max Q Clear Time (g_c+I1), s		31.0		65.0		31.0		65.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	195	1518	79	113	2025	45	116	1031	148	132	1199	167
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	212	1650	86	123	2201	49	126	1121	161	143	1303	182
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1486	665	143	1487	33	143	1203	602	158	1062	147
Arrive On Green	0.04	0.42	0.42	0.04	0.42	0.42	0.04	0.34	0.34	0.04	0.34	0.34
Sat Flow, veh/h	1774	3539	1583	1774	3540	79	1774	3539	1583	1774	3123	433
Grp Volume(v), veh/h	212	1650	86	123	1096	1154	126	1121	161	143	735	750
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1849	1774	1770	1583	1774	1770	1786
Q Serve(g_s), s	4.0	42.0	3.3	4.0	42.0	42.0	4.0	30.6	7.0	4.0	34.0	34.0
Cycle Q Clear(g_c), s	4.0	42.0	3.3	4.0	42.0	42.0	4.0	30.6	7.0	4.0	34.0	34.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	143	1486	665	143	743	777	143	1203	602	158	602	607
V/C Ratio(X)	1.48	1.11	0.13	0.86	1.47	1.49	0.88	0.93	0.27	0.91	1.22	1.24
Avail Cap(c_a), veh/h	143	1486	665	143	743	777	143	1203	602	158	602	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.31	0.31	0.31	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	29.0	17.8	24.6	29.0	29.0	29.7	31.9	21.4	32.0	33.0	33.0
Incr Delay (d2), s/veh	235.4	55.1	0.0	15.2	216.0	220.8	42.4	14.0	1.1	45.7	114.0	119.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.8	57.3	2.6	4.0	115.5	122.3	5.8	24.1	5.8	7.2	64.1	66.4
LnGrp Delay(d),s/veh	263.5	84.1	17.8	39.8	245.0	249.8	72.1	45.9	22.5	77.6	147.0	152.6
LnGrp LOS	F	F	B	D	F	F	E	D	C	E	F	F
Approach Vol, veh/h		1948			2373			1408			1628	
Approach Delay, s/veh		100.7			236.7			45.6			143.5	
Approach LOS		F			F			D			F	

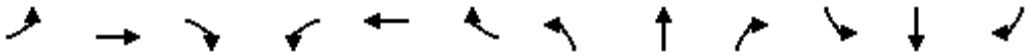
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	38.0	8.0	46.0	8.0	38.0	8.0	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	34.0	4.0	42.0	4.0	34.0	4.0	42.0
Max Q Clear Time (g_c+I1), s	6.0	32.6	6.0	44.0	6.0	36.0	6.0	44.0
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	143.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1067	886	78	2174	51	0	0	0	112	28	12
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	8	1160	963	85	2363	55				122	30	13
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	41	2533	1181	214	2637	61				228	56	24
Arrive On Green	1.00	1.00	1.00	0.99	0.99	0.99				0.17	0.17	0.17
Sat Flow, veh/h	6	3396	1583	190	3536	82				1311	322	140
Grp Volume(v), veh/h	627	541	963	85	1178	1240				165	0	0
Grp Sat Flow(s),veh/h/ln	1791	1610	1583	190	1770	1848				1773	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	4.7	5.0				8.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	4.7	5.0				8.5	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.04				0.74		0.08
Lane Grp Cap(c), veh/h	1372	1201	1181	214	1320	1379				309	0	0
V/C Ratio(X)	0.46	0.45	0.82	0.40	0.89	0.90				0.53	0.00	0.00
Avail Cap(c_a), veh/h	1395	1224	1203	216	1345	1405				309	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.1	0.1	0.1				37.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.1	0.8	0.8				6.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.2	0.0	1.2	1.3				8.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.4	0.2	0.9	1.0				44.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D		
Approach Vol, veh/h		2131			2503						165	
Approach Delay, s/veh		0.2			0.9						44.1	
Approach LOS		A			A						D	

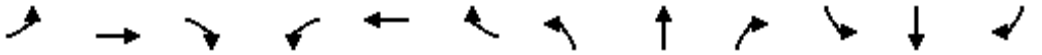
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				78.6		21.4		78.6
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s				2.0		10.5		7.0
Green Ext Time (p_c), s				72.4		0.4		67.6

Intersection Summary	
HCM 2010 Ctrl Delay	2.1
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	1143	0	0	1250	44	1100	40	59	24	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.99			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.96			0.99	
Satd. Flow (prot)	1770	3539			3521		1681	1673			1653	
Flt Permitted	0.10	1.00			1.00		0.71	0.71			0.78	
Satd. Flow (perm)	186	3539			3521		1259	1235			1306	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	1242	0	0	1359	48	1196	43	64	26	0	78
RTOR Reduction (vph)	0	0	0	0	2	0	0	4	0	0	5	0
Lane Group Flow (vph)	12	1242	0	0	1405	0	658	641	0	0	99	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	40.0	40.0			40.0		52.0	52.0			52.0	
Effective Green, g (s)	40.0	40.0			40.0		52.0	52.0			52.0	
Actuated g/C Ratio	0.40	0.40			0.40		0.52	0.52			0.52	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	74	1415			1408		654	642			679	
v/s Ratio Prot		0.35			c0.40							
v/s Ratio Perm	0.06						c0.52	0.52			0.08	
v/c Ratio	0.16	0.88			1.00		1.01	1.00			0.15	
Uniform Delay, d1	19.2	27.7			30.0		24.0	24.0			12.5	
Progression Factor	0.90	0.79			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.9	5.8			23.2		36.7	35.2			0.5	
Delay (s)	18.2	27.7			53.2		60.7	59.2			12.9	
Level of Service	B	C			D		E	E			B	
Approach Delay (s)		27.7			53.2			59.9			12.9	
Approach LOS		C			D			E			B	

Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	332	5	280	12	4	7	81	2901	6	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	361	5	304	13	4	8	88	3153	7			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	119	0	712	106	19	712	56	2130	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	0	1583	0	42	1583	134	5112	1583			
Grp Volume(v), veh/h	366	0	304	17	0	8	1220	2021	7			
Grp Sat Flow(s),veh/h/ln	0	0	1583	42	0	1583	1856	1695	1583			
Q Serve(g_s), s	0.0	0.0	7.8	0.0	0.0	0.2	25.0	25.0	0.2			
Cycle Q Clear(g_c), s	27.0	0.0	7.8	27.0	0.0	0.2	25.0	25.0	0.2			
Prop In Lane	0.99		1.00	0.76		1.00	0.07		1.00			
Lane Grp Cap(c), veh/h	119	0	712	125	0	712	773	1413	660			
V/C Ratio(X)	3.07	0.00	0.43	0.14	0.00	0.01	1.58	1.43	0.01			
Avail Cap(c_a), veh/h	119	0	712	125	0	712	773	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	11.2	15.0	0.0	9.1	17.5	17.5	10.3			
Incr Delay (d2), s/veh	953.8	0.0	0.4	0.5	0.0	0.0	266.2	197.9	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	60.4	0.0	6.2	0.3	0.0	0.1	125.7	90.7	0.1			
LnGrp Delay(d),s/veh	983.8	0.0	11.6	15.4	0.0	9.1	283.7	215.4	10.3			
LnGrp LOS	F		B	B		A	F	F	B			
Approach Vol, veh/h		670			25			3248				
Approach Delay, s/veh		542.7			13.4			240.6				
Approach LOS		F			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		27.0		29.0				29.0
Green Ext Time (p_c), s		0.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	290.5
HCM 2010 LOS	F

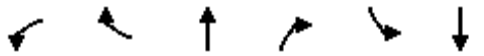
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	10	10	0	0	0	18	3869	144	185	4078	17
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	17	11	11				20	4205	157	201	4433	18
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	47	47	74				39	4896	187	83	4544	1415
Arrive On Green	0.03	0.03	0.03				0.89	0.89	0.89	0.89	0.89	0.89
Sat Flow, veh/h	1774	1770	2787				2	5479	209	19	5085	1583
Grp Volume(v), veh/h	17	11	11				997	2141	1245	201	4433	18
Grp Sat Flow(s),veh/h/ln	1774	1770	1393				1117	1458	1658	19	1695	1583
Q Serve(g_s), s	0.9	0.6	0.4				17.0	29.4	32.0	57.3	72.4	0.1
Cycle Q Clear(g_c), s	0.9	0.6	0.4				89.4	29.4	32.0	89.4	72.4	0.1
Prop In Lane	1.00		1.00				0.02		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	47	47	74				1034	2605	1482	83	4544	1415
V/C Ratio(X)	0.36	0.23	0.15				0.96	0.82	0.84	2.42	0.98	0.01
Avail Cap(c_a), veh/h	834	832	1310				1034	2605	1482	83	4544	1415
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	47.7	47.6				17.1	2.1	2.3	46.2	4.4	0.6
Incr Delay (d2), s/veh	4.6	2.5	0.9				20.5	3.1	5.9	674.2	8.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.6	0.3				36.8	17.8	22.4	32.1	44.6	0.1
LnGrp Delay(d),s/veh	52.5	50.2	48.5				37.6	5.2	8.2	720.4	13.2	0.6
LnGrp LOS	D	D	D				D	A	A	F	B	A
Approach Vol, veh/h		39						4382			4652	
Approach Delay, s/veh		50.7						13.4			43.7	
Approach LOS		D						B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		93.4		6.6		93.4		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		91.4		2.9		91.4		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	331	0	0	2989	124	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	1863			3539	1768	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	1863			3539	1768	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	360	0	0	3249	135	5
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	360	0	0	3249	138	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	71.0			71.0	21.0	
Effective Green, g (s)	71.0			71.0	21.0	
Actuated g/C Ratio	0.71			0.71	0.21	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1322			2512	371	
v/s Ratio Prot	0.19			c0.92	c0.08	
v/s Ratio Perm						
v/c Ratio	0.27			1.29	0.37	
Uniform Delay, d1	5.2			14.5	33.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			135.1	2.9	
Delay (s)	5.3			149.6	36.7	
Level of Service	A			F	D	
Approach Delay (s)	5.3			149.6	36.7	
Approach LOS	A			F	D	

Intersection Summary			
HCM 2000 Control Delay	131.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	105	94	2872	0	0	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.93		1.00			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	3271		3539			3539
Flt Permitted	0.97		1.00			1.00
Satd. Flow (perm)	3271		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	102	3122	0	0	598
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	215	0	3122	0	0	598
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	11.9		80.1			80.1
Effective Green, g (s)	11.9		80.1			80.1
Actuated g/C Ratio	0.12		0.80			0.80
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	389		2834			2834
v/s Ratio Prot	c0.07		c0.88			0.17
v/s Ratio Perm						
v/c Ratio	0.55		1.10			0.21
Uniform Delay, d1	41.5		10.0			2.4
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.7		51.8			0.2
Delay (s)	43.2		61.8			2.6
Level of Service	D		E			A
Approach Delay (s)	43.2		61.8			2.6
Approach LOS	D		E			A

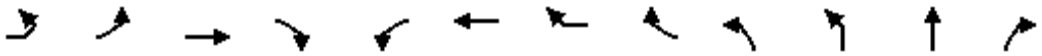
Intersection Summary			
HCM 2000 Control Delay	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	873	114	0	834	608	562	0	348	1269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1759	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1759	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	949	124	0	907	661	611	0	378	1379
RTOR Reduction (vph)	0	0	0	0	10	165	0	0	0
Lane Group Flow (vph)	949	124	0	907	712	385	0	378	1379
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	312	267		281	1583
v/s Ratio Prot	0.27	0.08		0.26	c0.40				
v/s Ratio Perm						0.26		0.24	c0.87
v/c Ratio	0.37	0.44		0.35	2.28	1.44		1.35	0.87
Uniform Delay, d1	4.4	33.0		4.3	37.0	37.0		37.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.4	5.0		0.4	587.2	218.4		177.2	6.9
Delay (s)	4.8	38.0		4.7	624.2	255.4		214.2	6.9
Level of Service	A	D		A	F	F		F	A
Approach Delay (s)	8.6			4.7	464.8		51.5		
Approach LOS	A			A	F		D		

Intersection Summary			
HCM 2000 Control Delay	138.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.3%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

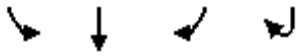


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	439	23	1182	105	121	807	913	13	61	584	54	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.92				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3256				1681	1698	1583
Flt Permitted		0.49	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		920	3539	1583	1770	3256				1011	1698	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	477	25	1285	114	132	877	992	14	66	635	59	176
RTOR Reduction (vph)	0	0	0	60	0	0	0	0	0	0	0	134
Lane Group Flow (vph)	0	502	1285	54	132	1883	0	0	0	377	383	42
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.1	49.7	49.7	13.1	55.7				7.0	7.0	20.1
Effective Green, g (s)		8.1	49.7	49.7	13.1	55.7				7.0	7.0	20.1
Actuated g/C Ratio		0.08	0.47	0.47	0.12	0.53				0.07	0.07	0.19
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1675	749	220	1727				67	113	303
v/s Ratio Prot			0.36		0.07	c0.58					0.23	0.02
v/s Ratio Perm		c0.55		0.03						c0.37		0.01
v/c Ratio		7.17	0.77	0.07	0.60	1.19dr				5.63	3.39	0.14
Uniform Delay, d1		48.5	22.9	15.1	43.5	24.6				49.0	49.0	35.3
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		2806.7	3.4	0.2	4.4	50.6				2114.3	1097.4	0.2
Delay (s)		2855.2	26.3	15.3	47.8	75.3				2163.3	1146.4	35.5
Level of Service		F	C	B	D	E				F	F	D
Approach Delay (s)			772.7			73.5					1347.1	
Approach LOS			F			E					F	

Intersection Summary			
HCM 2000 Control Delay	569.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.04		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	122.8%	ICU Level of Service	H
Analysis Period (min)	15		

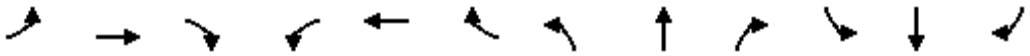
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



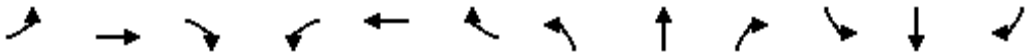
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	57	96	11	35
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3367		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3367		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	104	12	38
RTOR Reduction (vph)	0	31	0	0
Lane Group Flow (vph)	62	123	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	9.2	9.2		
Effective Green, g (s)	9.2	9.2		
Actuated g/C Ratio	0.09	0.09		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	155	295		
v/s Ratio Prot	0.04	c0.04		
v/s Ratio Perm				
v/c Ratio	0.40	0.42		
Uniform Delay, d1	45.3	45.4		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.7	1.0		
Delay (s)	47.0	46.3		
Level of Service	D	D		
Approach Delay (s)		46.5		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1569	573	107	1616	0	0	0	0	697	16	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.93	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1610	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1610	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1705	623	116	1757	0	0	0	0	758	17	213
RTOR Reduction (vph)	0	0	272	0	0	0	0	0	0	0	19	0
Lane Group Flow (vph)	0	1705	351	116	1757	0	0	0	0	508	461	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		44.3	44.3	9.7	58.0					23.0	23.0	
Effective Green, g (s)		44.3	44.3	9.7	58.0					23.0	23.0	
Actuated g/C Ratio		0.49	0.49	0.11	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1724	771	188	2258					425	407	
v/s Ratio Prot		c0.48		0.07	c0.50							
v/s Ratio Perm			0.22							c0.30	0.29	
v/c Ratio		0.99	0.46	0.62	0.78					1.20	1.13	
Uniform Delay, d1		23.1	15.4	38.8	11.8					34.0	34.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		19.2	1.9	5.9	1.8					108.8	85.6	
Delay (s)		42.3	17.3	44.7	13.6					142.8	119.5	
Level of Service		D	B	D	B					F	F	
Approach Delay (s)		35.6			15.5			0.0			131.5	
Approach LOS		D			B			A			F	

Intersection Summary			
HCM 2000 Control Delay	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	133.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	303	2023	0	0	1085	714	497	0	212	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.17	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	319	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	329	2199	0	0	1179	776	540	0	230	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	330	0	0	182	0	0	0
Lane Group Flow (vph)	329	2199	0	0	1179	446	540	0	48	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	51.7	51.7			51.7	51.7	18.8		18.8			
Effective Green, g (s)	51.7	51.7			51.7	51.7	18.8		18.8			
Actuated g/C Ratio	0.57	0.57			0.57	0.57	0.21		0.21			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	183	2032			2032	909	717		330			
v/s Ratio Prot		0.62			0.33		c0.16					
v/s Ratio Perm	c1.03					0.28			0.03			
v/c Ratio	1.80	1.08			0.58	0.49	0.75		0.15			
Uniform Delay, d1	19.1	19.1			12.2	11.3	33.4		29.0			
Progression Factor	1.00	1.00			0.46	1.84	1.00		1.00			
Incremental Delay, d2	380.0	46.3			1.2	1.8	4.5		0.2			
Delay (s)	399.1	65.5			6.8	22.7	37.9		29.3			
Level of Service	F	E			A	C	D		C			
Approach Delay (s)		108.9			13.1			35.3			0.0	
Approach LOS		F			B			D			A	

Intersection Summary			
HCM 2000 Control Delay	62.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.43		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	413	2185	120	269	1926	204	137	1438	311	159	1679	342
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	449	2375	130	292	2093	222	149	1563	338	173	1825	372
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1229	67	161	1068	111	82	2390	823	127	1998	401
Arrive On Green	0.05	0.24	0.24	0.07	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1774	3414	185	1774	3236	337	177	5085	1583	236	4250	852
Grp Volume(v), veh/h	449	1220	1285	292	1128	1187	149	1563	338	173	1449	748
Grp Sat Flow(s),veh/h/ln	1774	1770	1830	1774	1770	1803	177	1695	1583	236	1695	1712
Q Serve(g_s), s	8.0	36.0	36.0	5.0	33.0	33.0	5.9	23.5	13.0	23.5	39.6	41.1
Cycle Q Clear(g_c), s	8.0	36.0	36.0	5.0	33.0	33.0	47.0	23.5	13.0	47.0	39.6	41.1
Prop In Lane	1.00		0.10	1.00		0.19	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	214	637	659	161	584	595	82	2390	823	127	1593	805
V/C Ratio(X)	2.10	1.92	1.95	1.82	1.93	2.00	1.81	0.65	0.41	1.36	0.91	0.93
Avail Cap(c_a), veh/h	214	637	659	161	584	595	82	2390	823	127	1593	805
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	37.9	37.9	30.2	28.1	28.1	49.6	20.3	14.6	44.9	24.5	24.9
Incr Delay (d2), s/veh	495.9	412.6	427.9	369.9	419.7	448.3	406.5	1.4	1.5	203.2	9.3	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	60.8	154.7	164.6	29.0	143.6	154.2	20.8	16.8	10.0	19.3	27.8	31.4
LnGrp Delay(d),s/veh	522.4	450.5	465.9	400.0	447.7	476.4	456.1	21.7	16.2	248.1	33.8	43.4
LnGrp LOS	F	F	F	F	F	F	F	C	B	F	C	D
Approach Vol, veh/h		2954			2607			2050			2370	
Approach Delay, s/veh		468.1			455.4			52.4			52.5	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		51.0	9.0	40.0		51.0	12.0	37.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		47.0	5.0	36.0		47.0	8.0	33.0
Max Q Clear Time (g_c+I1), s		49.0	7.0	38.0		49.0	10.0	35.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	280.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	2452	62	126	2227	106	46	182	114	70	109	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	105	2665	67	137	2421	115	50	198	124	76	118	70
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	2505	63	72	2443	115	73	189	111	99	125	64
Arrive On Green	0.71	0.71	0.71	0.94	0.94	0.94	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	126	3528	88	104	3442	162	153	900	527	251	595	305
Grp Volume(v), veh/h	105	1331	1401	137	1235	1301	372	0	0	264	0	0
Grp Sat Flow(s),veh/h/ln	126	1770	1847	104	1770	1834	1580	0	0	1152	0	0
Q Serve(g_s), s	1.6	71.0	71.0	0.0	54.4	69.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	71.0	71.0	71.0	71.0	54.4	69.4	21.0	0.0	0.0	21.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.09	0.13		0.33	0.29		0.27
Lane Grp Cap(c), veh/h	74	1256	1311	72	1256	1302	373	0	0	288	0	0
V/C Ratio(X)	1.42	1.06	1.07	1.90	0.98	1.00	1.00	0.00	0.00	0.92	0.00	0.00
Avail Cap(c_a), veh/h	74	1256	1311	72	1256	1302	373	0	0	288	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.0	14.5	14.5	38.3	2.3	2.7	40.4	0.0	0.0	39.6	0.0	0.0
Incr Delay (d2), s/veh	195.1	28.8	32.5	410.9	4.6	7.2	46.3	0.0	0.0	35.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	76.8	82.4	18.3	24.5	32.3	21.4	0.0	0.0	15.3	0.0	0.0
LnGrp Delay(d),s/veh	245.0	43.3	47.0	449.2	6.9	9.9	86.6	0.0	0.0	74.8	0.0	0.0
LnGrp LOS	F	F	F	F	A	A	F			E		
Approach Vol, veh/h		2837			2673			372			264	
Approach Delay, s/veh		52.6			31.0			86.6			74.8	
Approach LOS		D			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.0		75.0		25.0		75.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		21.0		71.0		21.0		71.0
Max Q Clear Time (g_c+I1), s		23.0		73.0		23.0		73.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	2576	41	23	2235	55	21	233	23	52	235	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	90	2800	45	25	2429	60	23	253	25	57	255	89
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2424	39	72	2401	59	55	359	34	82	262	86
Arrive On Green	0.90	0.90	0.90	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	132	3565	57	92	3530	87	69	1498	142	171	1092	360
Grp Volume(v), veh/h	90	1386	1459	25	1213	1276	301	0	0	401	0	0
Grp Sat Flow(s),veh/h/ln	132	1770	1853	92	1770	1847	1708	0	0	1623	0	0
Q Serve(g_s), s	0.0	68.0	68.0	0.0	0.0	68.0	0.0	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear(g_c), s	68.0	68.0	68.0	68.0	0.0	68.0	15.7	0.0	0.0	24.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.08		0.08	0.14		0.22
Lane Grp Cap(c), veh/h	72	1203	1260	72	1203	1256	449	0	0	431	0	0
V/C Ratio(X)	1.25	1.15	1.16	0.35	1.01	1.02	0.67	0.00	0.00	0.93	0.00	0.00
Avail Cap(c_a), veh/h	72	1203	1260	72	1203	1256	449	0	0	431	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.8	4.8	4.8	34.0	0.0	0.0	34.6	0.0	0.0	38.2	0.0	0.0
Incr Delay (d2), s/veh	122.8	69.3	72.1	0.3	9.7	12.1	7.8	0.0	0.0	29.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	90.8	96.6	1.1	5.9	7.6	13.4	0.0	0.0	20.8	0.0	0.0
LnGrp Delay(d),s/veh	161.6	74.1	76.9	34.3	9.7	12.1	42.4	0.0	0.0	67.3	0.0	0.0
LnGrp LOS	F	F	F	C	F	F	D			E		
Approach Vol, veh/h		2935			2514			301			401	
Approach Delay, s/veh		78.2			11.2			42.4			67.3	
Approach LOS		E			B			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		28.0		72.0		28.0		72.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s		17.7		70.0		26.0		70.0
Green Ext Time (p_c), s		2.4		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	221	2428	50	51	2245	98	41	816	45	73	904	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	240	2639	54	55	2440	107	45	887	49	79	983	163
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2057	42	72	2004	87	39	699	55	52	580	140
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	125	3547	72	108	3455	150	0	2055	163	33	1705	412
Grp Volume(v), veh/h	240	1312	1381	55	1241	1306	481	0	500	583	0	642
Grp Sat Flow(s),veh/h/ln	125	1770	1850	108	1770	1836	552	0	1666	527	0	1622
Q Serve(g_s), s	0.0	58.0	58.0	0.0	58.0	58.0	0.0	0.0	28.3	5.7	0.0	34.0
Cycle Q Clear(g_c), s	58.0	58.0	58.0	58.0	58.0	58.0	34.0	0.0	28.3	34.0	0.0	34.0
Prop In Lane	1.00		0.04	1.00		0.08	0.09		0.10	0.14		0.25
Lane Grp Cap(c), veh/h	72	1026	1073	72	1026	1065	227	0	567	220	0	552
V/C Ratio(X)	3.33	1.28	1.29	0.76	1.21	1.23	2.12	0.00	0.88	2.65	0.00	1.16
Avail Cap(c_a), veh/h	72	1026	1073	72	1026	1065	227	0	567	220	0	552
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	11.4	11.4	40.4	11.4	11.4	32.6	0.0	31.1	35.1	0.0	33.0
Incr Delay (d2), s/veh	1053.2	125.9	129.9	4.4	94.9	102.7	517.0	0.0	17.9	754.8	0.0	92.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.7	108.9	115.8	2.2	93.9	101.3	68.0	0.0	22.3	94.0	0.0	52.7
LnGrp Delay(d),s/veh	1093.6	137.4	141.3	44.8	106.4	114.1	549.6	0.0	49.0	789.9	0.0	125.2
LnGrp LOS	F	F	F	D	F	F	F		D	F		F
Approach Vol, veh/h		2933			2602			981			1225	
Approach Delay, s/veh		217.5			109.0			294.3			441.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.0		62.0		38.0		62.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		58.0		34.0		58.0
Max Q Clear Time (g_c+I1), s		36.0		60.0		36.0		60.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	226.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	2349	68	99	2008	221	94	1655	102	170	1490	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	172	2553	74	108	2183	240	102	1799	111	185	1620	151
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1616	47	72	1483	160	72	1628	728	72	1507	139
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	141	3513	101	115	3223	348	268	3539	1583	234	3277	302
Grp Volume(v), veh/h	172	1280	1347	108	1180	1243	102	1799	111	185	867	904
Grp Sat Flow(s),veh/h/ln	141	1770	1845	115	1770	1801	268	1770	1583	234	1770	1809
Q Serve(g_s), s	0.0	46.0	46.0	0.0	46.0	46.0	0.0	46.0	4.1	0.0	46.0	46.0
Cycle Q Clear(g_c), s	46.0	46.0	46.0	46.0	46.0	46.0	46.0	46.0	4.1	46.0	46.0	46.0
Prop In Lane	1.00		0.05	1.00		0.19	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	72	814	849	72	814	829	72	1628	728	72	814	832
V/C Ratio(X)	2.39	1.57	1.59	1.50	1.45	1.50	1.42	1.11	0.15	2.57	1.07	1.09
Avail Cap(c_a), veh/h	72	814	849	72	814	829	72	1628	728	72	814	832
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	19.4	19.4	42.4	19.4	19.4	50.0	27.0	15.7	50.0	27.0	27.0
Incr Delay (d2), s/veh	628.8	258.0	264.9	231.6	203.2	225.4	251.0	56.9	0.4	745.0	50.4	57.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	26.0	138.0	146.5	11.9	117.2	127.8	12.6	63.5	3.3	30.4	60.8	65.0
LnGrp Delay(d),s/veh	671.3	277.5	284.3	274.0	222.6	244.8	301.0	83.9	16.1	795.0	77.4	84.2
LnGrp LOS	F	F	F	F	F	F	F	F	B	F	F	F
Approach Vol, veh/h		2799			2531			2012			1956	
Approach Delay, s/veh		304.9			235.7			91.2			148.4	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		46.0		46.0		46.0		46.0
Max Q Clear Time (g_c+I1), s		48.0		48.0		48.0		48.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	206.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	128	2453	53	111	2286	83	96	763	99	71	515	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	139	2666	58	121	2485	90	104	829	108	77	560	108
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2090	45	72	2056	74	72	533	69	72	501	97
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	121	3542	77	104	3485	125	766	1615	210	595	1518	293
Grp Volume(v), veh/h	139	1327	1397	121	1254	1321	104	0	937	77	0	668
Grp Sat Flow(s),veh/h/ln	121	1770	1849	104	1770	1841	766	0	1826	595	0	1811
Q Serve(g_s), s	0.0	59.0	59.0	0.0	59.0	59.0	0.0	0.0	33.0	0.0	0.0	33.0
Cycle Q Clear(g_c), s	59.0	59.0	59.0	59.0	59.0	59.0	33.0	0.0	33.0	33.0	0.0	33.0
Prop In Lane	1.00		0.04	1.00		0.07	1.00		0.12	1.00		0.16
Lane Grp Cap(c), veh/h	72	1044	1091	72	1044	1086	72	0	602	72	0	598
V/C Ratio(X)	1.93	1.27	1.28	1.68	1.20	1.22	1.44	0.00	1.56	1.07	0.00	1.12
Avail Cap(c_a), veh/h	72	1044	1091	72	1044	1086	72	0	602	72	0	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	20.5	20.5	50.0	20.5	20.5	50.0	0.0	33.5	50.0	0.0	33.5
Incr Delay (d2), s/veh	423.4	122.7	126.8	311.7	91.6	98.0	262.0	0.0	258.0	126.4	0.0	73.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.8	110.8	117.8	14.8	95.5	102.6	13.0	0.0	107.5	8.1	0.0	51.6
LnGrp Delay(d),s/veh	473.4	143.2	147.3	361.7	112.1	118.5	312.0	0.0	291.5	177.9	0.0	107.1
LnGrp LOS	F	F	F	F	F	F	F		F	F		F
Approach Vol, veh/h		2863			2696			1041			745	
Approach Delay, s/veh		161.3			126.5			293.5			114.4	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		63.0		37.0		63.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		33.0		59.0		33.0		59.0
Max Q Clear Time (g_c+I1), s		35.0		61.0		35.0		61.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	162.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	119	2347	32	34	2294	58	9	12	10	176	11	161
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	129	2551	35	37	2493	63	10	13	11	191	12	175
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2002	27	72	1976	50	93	120	102	246	14	207
Arrive On Green	0.74	0.74	0.74	0.56	0.56	0.56	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	124	3575	49	120	3528	89	511	665	562	1774	103	1496
Grp Volume(v), veh/h	129	1260	1326	37	1245	1311	34	0	0	191	0	187
Grp Sat Flow(s),veh/h/ln	124	1770	1854	120	1770	1847	1738	0	0	1774	0	1599
Q Serve(g_s), s	0.0	56.0	56.0	0.0	56.0	56.0	1.6	0.0	0.0	10.4	0.0	11.4
Cycle Q Clear(g_c), s	56.0	56.0	56.0	56.0	56.0	56.0	1.6	0.0	0.0	10.4	0.0	11.4
Prop In Lane	1.00		0.03	1.00		0.05	0.29		0.32	1.00		0.94
Lane Grp Cap(c), veh/h	72	991	1038	72	991	1034	315	0	0	246	0	222
V/C Ratio(X)	1.79	1.27	1.28	0.51	1.26	1.27	0.11	0.00	0.00	0.78	0.00	0.84
Avail Cap(c_a), veh/h	72	991	1038	72	991	1034	315	0	0	284	0	256
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	12.8	12.8	50.0	22.0	22.0	34.2	0.0	0.0	41.6	0.0	42.0
Incr Delay (d2), s/veh	361.3	122.9	125.5	0.6	116.2	121.0	0.7	0.0	0.0	11.1	0.0	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.6	104.4	110.6	1.5	102.3	109.0	1.5	0.0	0.0	9.8	0.0	10.4
LnGrp Delay(d),s/veh	402.0	135.6	138.2	50.6	138.2	143.0	34.9	0.0	0.0	52.7	0.0	61.8
LnGrp LOS	F	F	F	D	F	F	C			D		E
Approach Vol, veh/h		2715			2593			34			378	
Approach Delay, s/veh		149.5			139.4			34.9			57.2	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.1		60.0		17.9		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.6		58.0		13.4		58.0
Green Ext Time (p_c), s		0.1		0.0		0.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	138.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	2335	139	66	2132	39	0	559	264	0	549	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	71	2538	151	72	2317	42	0	608	287	0	597	120
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	72	1834	108	72	1921	35	0	455	215	0	572	115
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.00	0.38	0.38	0.00	0.38	0.38
Sat Flow, veh/h	150	3397	200	108	3557	64	0	1198	565	0	1506	303
Grp Volume(v), veh/h	71	1310	1379	72	1149	1210	0	0	895	0	0	717
Grp Sat Flow(s),veh/h/ln	150	1770	1827	108	1770	1851	0	0	1763	0	0	1809
Q Serve(g_s), s	0.0	54.0	54.0	0.0	54.0	54.0	0.0	0.0	38.0	0.0	0.0	38.0
Cycle Q Clear(g_c), s	54.0	54.0	54.0	54.0	54.0	54.0	0.0	0.0	38.0	0.0	0.0	38.0
Prop In Lane	1.00		0.11	1.00		0.03	0.00		0.32	0.00		0.17
Lane Grp Cap(c), veh/h	72	956	987	72	956	1000	0	0	670	0	0	688
V/C Ratio(X)	0.99	1.37	1.40	1.00	1.20	1.21	0.00	0.00	1.34	0.00	0.00	1.04
Avail Cap(c_a), veh/h	72	956	987	72	956	1000	0	0	670	0	0	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.16	0.16	0.16	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	23.0	23.0	50.0	23.0	23.0	0.0	0.0	31.0	0.0	0.0	31.0
Incr Delay (d2), s/veh	28.3	167.5	179.4	42.5	93.0	96.2	0.0	0.0	161.2	0.0	0.0	46.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	121.7	131.1	3.9	89.3	94.9	0.0	0.0	87.2	0.0	0.0	49.8
LnGrp Delay(d),s/veh	78.3	190.5	202.4	92.5	116.0	119.2	0.0	0.0	192.2	0.0	0.0	77.0
LnGrp LOS	E	F	F	F	F	F			F			F
Approach Vol, veh/h		2760			2431			895			717	
Approach Delay, s/veh		193.6			116.9			192.2			77.0	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.0		58.0		42.0		58.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		38.0		54.0		38.0		54.0
Max Q Clear Time (g_c+I1), s		40.0		56.0		40.0		56.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	153.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	2372	83	134	2009	40	0	1011	131	0	826	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	99	2578	90	146	2184	43	0	1099	142	0	898	111
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	103	2268	79	72	2308	45	0	852	110	0	856	106
Arrive On Green	0.65	0.65	0.65	0.86	0.86	0.86	0.00	0.27	0.27	0.00	0.27	0.27
Sat Flow, veh/h	171	3490	121	110	3550	70	0	3247	407	0	3264	392
Grp Volume(v), veh/h	99	1300	1368	146	1085	1142	0	616	625	0	501	508
Grp Sat Flow(s),veh/h/ln	171	1770	1841	110	1770	1850	0	1770	1791	0	1770	1794
Q Serve(g_s), s	18.3	65.0	65.0	0.0	45.0	46.7	0.0	27.0	27.0	0.0	27.0	27.0
Cycle Q Clear(g_c), s	65.0	65.0	65.0	65.0	45.0	46.7	0.0	27.0	27.0	0.0	27.0	27.0
Prop In Lane	1.00		0.07	1.00		0.04	0.00		0.23	0.00		0.22
Lane Grp Cap(c), veh/h	103	1150	1197	72	1150	1203	0	478	484	0	478	484
V/C Ratio(X)	0.96	1.13	1.14	2.03	0.94	0.95	0.00	1.29	1.29	0.00	1.05	1.05
Avail Cap(c_a), veh/h	103	1150	1197	72	1150	1203	0	478	484	0	478	484
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	17.5	17.5	39.3	5.4	5.5	0.0	36.5	36.5	0.0	36.5	36.5
Incr Delay (d2), s/veh	17.3	59.7	65.5	466.9	2.0	2.1	0.0	145.1	146.5	0.0	54.5	54.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	87.8	94.5	20.4	23.0	25.1	0.0	58.3	59.4	0.0	36.7	37.1
LnGrp Delay(d),s/veh	64.4	77.2	83.0	506.2	7.4	7.7	0.0	181.6	183.0	0.0	91.0	90.8
LnGrp LOS	E	F	F	F	A	A		F	F		F	F
Approach Vol, veh/h		2767			2373			1241			1009	
Approach Delay, s/veh		79.6			38.2			182.3			90.9	
Approach LOS		E			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		69.0		31.0		69.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0		65.0		27.0		65.0
Max Q Clear Time (g_c+I1), s		29.0		67.0		29.0		67.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	85.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	335	2145	86	220	2123	109	78	1145	283	117	1246	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	364	2332	93	239	2308	118	85	1245	308	127	1354	82
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1593	712	178	1440	73	143	1026	554	143	983	59
Arrive On Green	0.09	0.45	0.45	0.06	0.42	0.42	0.04	0.29	0.29	0.04	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	1774	3428	174	1774	3539	1583	1774	3391	205
Grp Volume(v), veh/h	364	2332	93	239	1182	1244	85	1245	308	127	705	731
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1832	1774	1770	1583	1774	1770	1827
Q Serve(g_s), s	9.0	45.0	3.4	6.0	42.0	42.0	3.4	29.0	15.7	4.0	29.0	29.0
Cycle Q Clear(g_c), s	9.0	45.0	3.4	6.0	42.0	42.0	3.4	29.0	15.7	4.0	29.0	29.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	232	1593	712	178	743	769	143	1026	554	143	513	530
V/C Ratio(X)	1.57	1.46	0.13	1.34	1.59	1.62	0.59	1.21	0.56	0.89	1.37	1.38
Avail Cap(c_a), veh/h	232	1593	712	178	743	769	143	1026	554	143	513	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	27.5	16.1	24.8	29.0	29.0	27.8	35.5	26.2	32.7	35.5	35.5
Incr Delay (d2), s/veh	259.0	209.2	0.0	156.2	266.2	278.1	6.5	105.0	4.0	44.0	180.3	182.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.2	117.5	2.1	22.6	129.5	138.3	3.4	52.3	11.9	5.9	71.7	74.6
LnGrp Delay(d),s/veh	288.2	236.7	16.1	181.0	295.2	307.1	34.3	140.5	30.2	76.7	215.8	218.0
LnGrp LOS	F	F	B	F	F	F	C	F	C	E	F	F
Approach Vol, veh/h		2789			2665			1638			1563	
Approach Delay, s/veh		236.1			290.5			114.2			205.5	
Approach LOS		F			F			F			F	

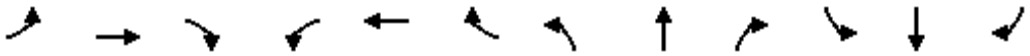
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	33.0	10.0	49.0	8.0	33.0	13.0	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	29.0	6.0	45.0	4.0	29.0	9.0	42.0
Max Q Clear Time (g_c+I1), s	6.0	31.0	8.0	47.0	5.4	31.0	11.0	44.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	224.3
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1459	1061	78	2414	85	0	0	0	132	41	18
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	14	1586	1153	85	2624	92				143	45	20
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	44	2515	1203	150	2652	92				195	61	27
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.16	0.16	0.16
Sat Flow, veh/h	9	3309	1583	103	3489	122				1218	383	170
Grp Volume(v), veh/h	858	742	1153	85	1323	1393				208	0	0
Grp Sat Flow(s),veh/h/ln	1708	1610	1583	103	1770	1841				1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	76.0	0.0	0.0				11.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	76.0	0.0	0.0				11.2	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.07				0.69		0.10
Lane Grp Cap(c), veh/h	1335	1224	1203	150	1345	1399				283	0	0
V/C Ratio(X)	0.64	0.61	0.96	0.57	0.98	1.00				0.73	0.00	0.00
Avail Cap(c_a), veh/h	1335	1224	1203	150	1345	1399				283	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.0	0.0	0.0				40.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	2.5	0.4	4.4	6.2				15.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	1.3	2.7	2.3	3.2				11.0	0.0	0.0
LnGrp Delay(d),s/veh	0.1	0.1	2.5	3.5	4.4	6.2				55.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				E		
Approach Vol, veh/h		2753			2801						208	
Approach Delay, s/veh		1.1			5.3						55.5	
Approach LOS		A			A						E	

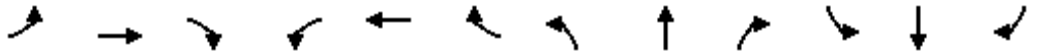
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				80.0		20.0		80.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s				2.0		13.2		78.0
Green Ext Time (p_c), s				73.6		0.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1550	0	0	1243	44	1259	126	114	28	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3521		1681	1672			1660	
Flt Permitted	0.10	1.00			1.00		0.71	0.75			0.54	
Satd. Flow (perm)	186	3539			3521		1260	1293			908	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	1685	0	0	1351	48	1368	137	124	30	0	73
RTOR Reduction (vph)	0	0	0	0	2	0	0	1	0	0	5	0
Lane Group Flow (vph)	25	1685	0	0	1397	0	821	807	0	0	98	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	40.0	40.0			40.0		52.0	52.0			52.0	
Effective Green, g (s)	40.0	40.0			40.0		52.0	52.0			52.0	
Actuated g/C Ratio	0.40	0.40			0.40		0.52	0.52			0.52	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	74	1415			1408		655	672			472	
v/s Ratio Prot		c0.48			0.40							
v/s Ratio Perm	0.13						c0.65	0.62			0.11	
v/c Ratio	0.34	1.19			0.99		1.25	1.20			0.21	
Uniform Delay, d1	20.8	30.0			29.8		24.0	24.0			12.9	
Progression Factor	0.80	0.78			1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.6	90.3			21.9		126.3	104.0			1.0	
Delay (s)	18.3	113.9			51.8		150.3	128.0			13.9	
Level of Service	B	F			D		F	F			B	
Approach Delay (s)		112.5			51.8			139.3			13.9	
Approach LOS		F			D			F			B	

Intersection Summary			
HCM 2000 Control Delay	101.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	138	8	575	3	1	3	26	1236	14	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	150	9	625	3	1	3	28	1343	15			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	117	4	712	105	21	712	42	2145	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	8	1583	0	46	1583	101	5147	1583			
Grp Volume(v), veh/h	159	0	625	4	0	3	515	856	15			
Grp Sat Flow(s),veh/h/ln	8	0	1583	46	0	1583	1858	1695	1583			
Q Serve(g_s), s	0.0	0.0	21.5	0.0	0.0	0.1	13.4	11.8	0.3			
Cycle Q Clear(g_c), s	27.0	0.0	21.5	27.0	0.0	0.1	13.4	11.8	0.3			
Prop In Lane	0.94		1.00	0.75		1.00	0.05		1.00			
Lane Grp Cap(c), veh/h	120	0	712	126	0	712	774	1413	660			
V/C Ratio(X)	1.32	0.00	0.88	0.03	0.00	0.00	0.67	0.61	0.02			
Avail Cap(c_a), veh/h	120	0	712	126	0	712	774	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	29.2	0.0	15.0	14.9	0.0	9.1	14.1	13.7	10.3			
Incr Delay (d2), s/veh	191.1	0.0	12.0	0.1	0.0	0.0	4.5	1.9	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	15.1	0.0	17.2	0.1	0.0	0.1	12.4	9.8	0.3			
LnGrp Delay(d),s/veh	220.3	0.0	27.0	15.0	0.0	9.1	18.6	15.6	10.4			
LnGrp LOS	F		C	B		A	B	B	B			
Approach Vol, veh/h		784			7			1386				
Approach Delay, s/veh		66.2			12.5			16.7				
Approach LOS		E			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		15.4		29.0				29.0
Green Ext Time (p_c), s		6.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

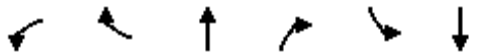
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	0	0	0	10	2372	170	98	2231	6
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	2	2				11	2578	185	107	2425	7
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	0	15	12				43	5385	384	157	4657	1450
Arrive On Green	0.00	0.00	0.00				0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	0	3632	2787				8	5880	419	100	5085	1583
Grp Volume(v), veh/h	0	2	2				782	1277	716	107	2425	7
Grp Sat Flow(s),veh/h/ln	0	1770	1393				1770	1458	1621	100	1695	1583
Q Serve(g_s), s	0.0	0.1	0.1				0.0	6.6	6.7	84.9	7.7	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1				6.1	6.6	6.7	91.6	7.7	0.0
Prop In Lane	0.00		1.00				0.01		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	0	15	12				1658	2670	1485	157	4657	1450
V/C Ratio(X)	0.00	0.13	0.17				0.47	0.48	0.48	0.68	0.52	0.00
Avail Cap(c_a), veh/h	0	1663	1310				1658	2670	1485	157	4657	1450
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	49.6				0.6	0.6	0.6	16.2	0.7	0.4
Incr Delay (d2), s/veh	0.0	4.0	6.7				1.0	0.6	1.1	21.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.1				5.9	4.9	5.8	7.0	6.4	0.0
LnGrp Delay(d),s/veh	0.0	53.6	56.3				1.6	1.2	1.8	37.4	1.1	0.4
LnGrp LOS		D	E				A	A	A	D	A	A
Approach Vol, veh/h		4						2774			2539	
Approach Delay, s/veh		55.0						1.5			2.6	
Approach LOS		D						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		4.4		95.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		8.7		2.1		93.6		
Green Ext Time (p_c), s		7.3		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	2.1
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	611	0	0	1285	63	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1863			3539	1763	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1863			3539	1763	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	664	0	0	1397	68	5
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	664	0	0	1397	71	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	58.3			58.3	33.7	
Effective Green, g (s)	58.3			58.3	33.7	
Actuated g/C Ratio	0.58			0.58	0.34	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1086			2063	594	
v/s Ratio Prot	0.36			c0.39	c0.04	
v/s Ratio Perm						
v/c Ratio	0.61			0.68	0.12	
Uniform Delay, d1	13.5			14.4	22.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.0			0.9	0.4	
Delay (s)	14.5			15.3	23.3	
Level of Service	B			B	C	
Approach Delay (s)	14.5			15.3	23.3	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	334	30	993	0	0	789
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.99		1.00			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	3412		3539			3539
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	3412		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	363	33	1079	0	0	858
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	388	0	1079	0	0	858
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	16.7		75.3			75.3
Effective Green, g (s)	16.7		75.3			75.3
Actuated g/C Ratio	0.17		0.75			0.75
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	569		2664			2664
v/s Ratio Prot	c0.11		c0.30			0.24
v/s Ratio Perm						
v/c Ratio	0.68		0.41			0.32
Uniform Delay, d1	39.1		4.4			4.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	3.4		0.5			0.3
Delay (s)	42.5		4.8			4.3
Level of Service	D		A			A
Approach Delay (s)	42.5		4.8			4.3
Approach LOS	D		A			A

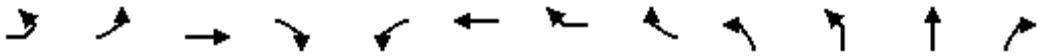
Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	388	43	0	887	111	241	0	127	1420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.94	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1703	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1703	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	422	47	0	964	121	262	0	138	1543
RTOR Reduction (vph)	0	0	0	0	25	153	0	0	0
Lane Group Flow (vph)	422	47	0	964	172	33	0	138	1543
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	302	267		281	1583
v/s Ratio Prot	0.12	0.03		0.27	0.10				
v/s Ratio Perm						0.02		0.09	c0.97
v/c Ratio	0.16	0.17		0.37	0.57	0.12		0.49	0.97
Uniform Delay, d1	3.6	31.4		4.4	33.8	31.1		33.3	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	1.3		0.4	7.5	1.0		6.0	17.4
Delay (s)	3.8	32.6		4.8	41.4	32.1		39.4	17.4
Level of Service	A	C		A	D	C		D	B
Approach Delay (s)	6.7			4.8	36.9		19.2		
Approach LOS	A			A	D		B		

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.9%	ICU Level of Service	F
Analysis Period (min)	15		

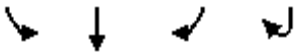
! Phase conflict between lane groups.

c Critical Lane Group



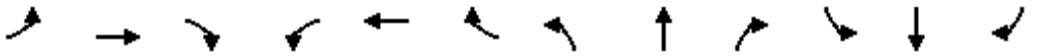
Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	177	12	430	101	110	847	633	17	21	183	22	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.93				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3309				1681	1701	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3309				1011	1701	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	192	13	467	110	120	921	688	18	23	199	24	11
RTOR Reduction (vph)	0	0	0	58	0	0	0	0	0	0	0	9
Lane Group Flow (vph)	0	205	467	52	120	1627	0	0	0	121	125	2
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	49.7	49.7	12.4	55.1				7.0	7.0	19.4
Effective Green, g (s)		8.0	49.7	49.7	12.4	55.1				7.0	7.0	19.4
Actuated g/C Ratio		0.08	0.47	0.47	0.12	0.52				0.07	0.07	0.18
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1675	749	209	1736				67	113	292
v/s Ratio Prot			0.13		0.07	c0.49					0.07	0.00
v/s Ratio Perm		c0.22		0.03						c0.12		0.00
v/c Ratio		2.93	0.28	0.07	0.57	0.94				1.81	1.11	0.01
Uniform Delay, d1		48.5	16.8	15.1	43.8	23.3				49.0	49.0	34.9
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		905.3	0.4	0.2	3.8	11.1				415.3	116.1	0.0
Delay (s)		953.8	17.2	15.2	47.6	34.4				464.3	165.1	34.9
Level of Service		F	B	B	D	C				F	F	C
Approach Delay (s)			262.4			35.3					300.4	
Approach LOS			F			D					F	

Intersection Summary			
HCM 2000 Control Delay	116.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



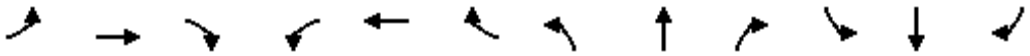
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	71	117	15	50
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3351		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3351		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	127	16	54
RTOR Reduction (vph)	0	38	0	0
Lane Group Flow (vph)	77	159	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	9.9	9.9		
Effective Green, g (s)	9.9	9.9		
Actuated g/C Ratio	0.09	0.09		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	166	315		
v/s Ratio Prot	0.04	c0.05		
v/s Ratio Perm				
v/c Ratio	0.46	0.50		
Uniform Delay, d1	45.0	45.2		
Progression Factor	1.00	1.00		
Incremental Delay, d2	2.0	1.3		
Delay (s)	47.1	46.5		
Level of Service	D	D		
Approach Delay (s)		46.7		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	480	202	38	1320	0	0	0	0	494	4	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.93	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1607	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1607	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	522	220	41	1435	0	0	0	0	537	4	153
RTOR Reduction (vph)	0	0	99	0	0	0	0	0	0	0	33	0
Lane Group Flow (vph)	0	522	121	41	1435	0	0	0	0	354	307	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		49.9	49.9	5.2	59.1					21.9	21.9	
Effective Green, g (s)		49.9	49.9	5.2	59.1					21.9	21.9	
Actuated g/C Ratio		0.55	0.55	0.06	0.65					0.24	0.24	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1942	868	101	2300					404	387	
v/s Ratio Prot		0.15		0.02	c0.41							
v/s Ratio Perm			0.08							c0.21	0.19	
v/c Ratio		0.27	0.14	0.41	0.62					0.88	0.79	
Uniform Delay, d1		10.8	10.0	41.4	9.4					33.2	32.4	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.3	0.3	2.7	0.5					18.7	10.7	
Delay (s)		11.2	10.3	44.0	9.9					51.9	43.1	
Level of Service		B	B	D	A					D	D	
Approach Delay (s)		10.9			10.8			0.0			47.6	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



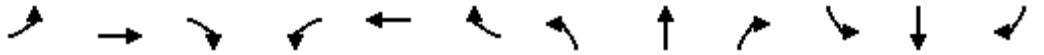
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	903	0	0	996	762	387	0	129	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.20	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	378	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	982	0	0	1083	828	421	0	140	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	347	0	0	115	0	0	0
Lane Group Flow (vph)	98	982	0	0	1083	481	421	0	25	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	52.3	52.3			52.3	52.3	16.3		16.3			
Effective Green, g (s)	52.3	52.3			52.3	52.3	16.3		16.3			
Actuated g/C Ratio	0.58	0.58			0.58	0.58	0.18		0.18			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	219	2056			2056	919	621		286			
v/s Ratio Prot		0.28			c0.31		c0.12					
v/s Ratio Perm	0.26					0.30			0.02			
v/c Ratio	0.45	0.48			0.53	0.52	0.68		0.09			
Uniform Delay, d1	10.7	10.9			11.4	11.3	34.4		30.7			
Progression Factor	1.00	1.00			0.58	1.59	1.00		1.00			
Incremental Delay, d2	6.5	0.8			1.0	2.1	2.9		0.1			
Delay (s)	17.2	11.7			7.5	20.2	37.3		30.8			
Level of Service	B	B			A	C	D		C			
Approach Delay (s)		12.2			13.0			35.7			0.0	
Approach LOS		B			B			D			A	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	787	37	201	1029	37	38	1109	93	69	1320	212
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	125	855	40	218	1118	40	41	1205	101	75	1435	230
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1068	50	311	1230	44	135	2375	902	199	2065	331
Arrive On Green	0.08	0.41	0.41	0.21	0.71	0.71	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1774	3443	161	1774	3486	125	297	5085	1583	420	4420	708
Grp Volume(v), veh/h	125	439	456	218	567	591	41	1205	101	75	1100	565
Grp Sat Flow(s),veh/h/ln	1774	1770	1834	1774	1770	1841	297	1695	1583	420	1695	1738
Q Serve(g_s), s	4.8	21.8	21.8	8.2	26.3	26.3	12.6	16.5	2.9	15.2	25.6	25.7
Cycle Q Clear(g_c), s	4.8	21.8	21.8	8.2	26.3	26.3	38.3	16.5	2.9	31.7	25.6	25.7
Prop In Lane	1.00		0.09	1.00		0.07	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	222	549	569	311	624	650	135	2375	902	199	1584	812
V/C Ratio(X)	0.56	0.80	0.80	0.70	0.91	0.91	0.30	0.51	0.11	0.38	0.69	0.70
Avail Cap(c_a), veh/h	222	549	569	342	655	681	135	2375	902	199	1584	812
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	26.7	26.7	19.9	13.4	13.4	36.1	18.6	9.9	29.7	21.0	21.0
Incr Delay (d2), s/veh	2.3	5.9	5.7	3.7	11.6	11.2	5.8	0.8	0.3	5.4	2.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	16.1	16.6	6.9	19.3	19.9	2.3	12.5	2.4	3.7	18.3	19.3
LnGrp Delay(d),s/veh	26.4	32.6	32.4	23.6	25.0	24.6	41.9	19.4	10.1	35.1	23.6	25.9
LnGrp LOS	C	C	C	C	C	C	D	B	B	D	C	C
Approach Vol, veh/h		1020			1376			1347			1740	
Approach Delay, s/veh		31.7			24.6			19.4			24.8	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.7	14.3	35.0		50.7	10.0	39.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		45.0	12.0	31.0		45.0	6.0	37.0
Max Q Clear Time (g_c+I1), s		40.3	10.2	23.8		33.7	6.8	28.3
Green Ext Time (p_c), s		4.6	0.1	5.9		10.6	0.0	7.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	881	32	119	1205	42	26	60	19	49	89	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	36	958	35	129	1310	46	28	65	21	53	97	72
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	1906	70	314	1909	67	169	379	114	163	293	198
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	400	3483	127	565	3488	122	334	1016	305	318	785	530
Grp Volume(v), veh/h	36	487	506	129	664	692	114	0	0	222	0	0
Grp Sat Flow(s),veh/h/ln	400	1770	1840	565	1770	1841	1654	0	0	1634	0	0
Q Serve(g_s), s	5.6	11.8	11.8	14.1	20.4	20.5	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	26.0	11.8	11.8	25.9	20.4	20.5	4.2	0.0	0.0	9.3	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.07	0.25		0.18	0.24		0.32
Lane Grp Cap(c), veh/h	209	968	1007	314	968	1007	661	0	0	654	0	0
V/C Ratio(X)	0.17	0.50	0.50	0.41	0.69	0.69	0.17	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	250	1150	1196	372	1150	1197	661	0	0	654	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.57	0.57	0.57	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.0	7.8	7.8	13.3	8.9	8.9	21.0	0.0	0.0	22.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.5	0.8	0.8	0.6	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	8.7	9.0	4.0	13.7	14.2	3.9	0.0	0.0	8.2	0.0	0.0
LnGrp Delay(d),s/veh	16.3	8.0	8.0	13.8	9.7	9.7	21.6	0.0	0.0	23.9	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C			C		
Approach Vol, veh/h		1029			1485			114			222	
Approach Delay, s/veh		8.3			10.1			21.6			23.9	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.3		58.7		41.3		58.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0		65.0		27.0		65.0
Max Q Clear Time (g_c+I1), s		6.2		28.0		11.3		27.9
Green Ext Time (p_c), s		2.0		26.7		1.8		26.8

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	759	17	21	1392	20	23	87	24	44	128	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	33	825	18	23	1513	22	25	95	26	48	139	92
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	1717	37	374	1732	25	138	504	130	138	389	239
Arrive On Green	0.97	0.97	0.97	0.97	0.97	0.97	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	337	3541	77	650	3571	52	220	1159	299	220	894	548
Grp Volume(v), veh/h	33	412	431	23	749	786	146	0	0	279	0	0
Grp Sat Flow(s),veh/h/ln	337	1770	1849	650	1770	1854	1677	0	0	1662	0	0
Q Serve(g_s), s	3.2	1.3	1.3	0.3	8.4	8.5	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	14.6	1.3	1.3	2.3	8.4	8.5	5.0	0.0	0.0	10.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.03	0.17		0.18	0.17		0.33
Lane Grp Cap(c), veh/h	197	858	897	374	858	899	772	0	0	765	0	0
V/C Ratio(X)	0.17	0.48	0.48	0.06	0.87	0.87	0.19	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	242	1097	1146	462	1097	1149	772	0	0	765	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.8	0.8	0.8	0.9	0.9	0.9	17.4	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.3	0.0	3.8	3.7	0.5	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.9	1.0	0.1	4.5	4.6	4.7	0.0	0.0	9.3	0.0	0.0
LnGrp Delay(d),s/veh	3.2	1.2	1.1	0.9	4.7	4.6	17.9	0.0	0.0	20.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			C		
Approach Vol, veh/h		876			1558			146			279	
Approach Delay, s/veh		1.2			4.6			17.9			20.3	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		48.6		51.4		48.6		51.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		30.0		62.0		30.0		62.0
Max Q Clear Time (g_c+I1), s		7.0		16.6		12.7		10.5
Green Ext Time (p_c), s		2.7		29.7		2.4		32.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	711	44	62	1225	40	24	387	16	40	722	177
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	74	773	48	67	1332	43	26	421	17	43	785	192
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	1778	110	421	1838	59	63	1043	46	76	1038	250
Arrive On Green	1.00	1.00	1.00	0.70	0.70	0.70	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	393	3385	210	664	3500	113	57	2641	118	94	2628	633
Grp Volume(v), veh/h	74	404	417	67	673	702	222	0	242	540	0	480
Grp Sat Flow(s),veh/h/ln	393	1770	1826	664	1770	1843	1142	0	1674	1772	0	1583
Q Serve(g_s), s	13.0	0.0	0.0	3.5	23.2	23.3	2.2	0.0	10.2	13.6	0.0	26.3
Cycle Q Clear(g_c), s	36.3	0.0	0.0	3.5	23.2	23.3	28.6	0.0	10.2	26.1	0.0	26.3
Prop In Lane	1.00		0.12	1.00		0.06	0.12		0.07	0.08		0.40
Lane Grp Cap(c), veh/h	187	929	959	421	929	968	491	0	661	738	0	625
V/C Ratio(X)	0.40	0.43	0.43	0.16	0.72	0.73	0.45	0.00	0.37	0.73	0.00	0.77
Avail Cap(c_a), veh/h	201	991	1022	444	991	1032	491	0	661	738	0	625
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.11	0.11	0.11	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	7.7	10.7	10.7	21.7	0.0	21.4	26.0	0.0	26.3
Incr Delay (d2), s/veh	1.2	0.3	0.3	0.0	0.3	0.3	3.0	0.0	1.6	6.3	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.1	0.1	1.1	12.9	13.4	8.1	0.0	8.7	20.4	0.0	18.9
LnGrp Delay(d),s/veh	9.3	0.3	0.3	7.7	10.9	10.9	24.7	0.0	23.0	32.3	0.0	35.1
LnGrp LOS	A	A	A	A	B	B	C		C	C		D
Approach Vol, veh/h		895			1442			464			1020	
Approach Delay, s/veh		1.0			10.8			23.8			33.6	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.5		56.5		43.5		56.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		30.6		38.3		28.3		25.3
Green Ext Time (p_c), s		3.9		14.2		5.2		21.9

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	713	64	135	1198	51	80	972	89	58	1175	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	66	775	70	147	1302	55	87	1057	97	63	1277	147
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	1281	116	261	1350	57	153	1876	839	232	1696	194
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	400	3284	296	649	3461	146	375	3539	1583	485	3201	367
Grp Volume(v), veh/h	66	418	427	147	665	692	87	1057	97	63	704	720
Grp Sat Flow(s),veh/h/ln	400	1770	1810	649	1770	1837	375	1770	1583	485	1770	1798
Q Serve(g_s), s	5.4	9.8	9.8	17.3	33.3	33.6	21.6	20.0	3.1	10.0	31.0	31.4
Cycle Q Clear(g_c), s	39.0	9.8	9.8	27.1	33.3	33.6	53.0	20.0	3.1	30.0	31.0	31.4
Prop In Lane	1.00		0.16	1.00		0.08	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	94	690	706	261	690	716	153	1876	839	232	938	953
V/C Ratio(X)	0.70	0.61	0.61	0.56	0.96	0.97	0.57	0.56	0.12	0.27	0.75	0.76
Avail Cap(c_a), veh/h	94	690	706	261	690	716	153	1876	839	232	938	953
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	7.8	7.8	13.4	10.4	10.4	40.0	15.7	11.8	25.8	18.3	18.4
Incr Delay (d2), s/veh	19.2	1.3	1.3	1.6	18.0	17.9	14.5	1.2	0.3	2.9	5.5	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	8.0	8.1	5.3	24.0	24.8	5.4	15.2	2.5	2.7	23.1	23.6
LnGrp Delay(d),s/veh	48.8	9.1	9.1	15.0	28.3	28.3	54.4	17.0	12.0	28.7	23.8	24.0
LnGrp LOS	D	A	A	B	C	C	D	B	B	C	C	C
Approach Vol, veh/h		911			1504			1241			1487	
Approach Delay, s/veh		12.0			27.0			19.2			24.1	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		57.0		43.0		57.0		43.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		53.0		39.0		53.0		39.0
Max Q Clear Time (g_c+I1), s		55.0		41.0		33.4		35.6
Green Ext Time (p_c), s		0.0		0.0		17.2		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	806	32	191	1317	35	27	244	54	71	462	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	876	35	208	1432	38	29	265	59	77	502	37
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	1854	74	331	1882	50	185	569	127	336	661	49
Arrive On Green	0.71	0.71	0.71	1.00	1.00	1.00	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	359	3469	139	610	3523	93	863	1476	329	1052	1714	126
Grp Volume(v), veh/h	43	447	464	208	719	751	29	0	324	77	0	539
Grp Sat Flow(s),veh/h/ln	359	1770	1838	610	1770	1846	863	0	1805	1052	0	1840
Q Serve(g_s), s	4.1	11.0	11.0	19.4	0.0	0.0	3.0	0.0	13.4	5.9	0.0	25.4
Cycle Q Clear(g_c), s	4.1	11.0	11.0	30.4	0.0	0.0	28.5	0.0	13.4	19.4	0.0	25.4
Prop In Lane	1.00		0.08	1.00		0.05	1.00		0.18	1.00		0.07
Lane Grp Cap(c), veh/h	264	946	982	331	946	986	185	0	696	336	0	710
V/C Ratio(X)	0.16	0.47	0.47	0.63	0.76	0.76	0.16	0.00	0.47	0.23	0.00	0.76
Avail Cap(c_a), veh/h	280	1026	1066	359	1026	1071	185	0	696	336	0	710
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.54	0.54	0.54	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.3	8.3	8.3	3.1	0.0	0.0	39.0	0.0	23.0	30.2	0.0	26.7
Incr Delay (d2), s/veh	0.2	0.3	0.3	1.7	1.7	1.7	1.8	0.0	2.2	1.6	0.0	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	8.8	9.1	5.4	0.8	0.8	1.5	0.0	11.5	3.3	0.0	20.6
LnGrp Delay(d),s/veh	7.6	8.6	8.6	4.8	1.7	1.7	40.8	0.0	25.2	31.8	0.0	34.2
LnGrp LOS	A	A	A	A	A	A	D		C	C		C
Approach Vol, veh/h		954			1678			353			616	
Approach Delay, s/veh		8.6			2.1			26.5			33.9	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.6		57.4		42.6		57.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		58.0		34.0		58.0
Max Q Clear Time (g_c+I1), s		30.5		13.0		27.4		32.4
Green Ext Time (p_c), s		1.9		32.7		3.2		21.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	69	884	3	7	1324	56	8	5	3	151	16	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	961	3	8	1439	61	9	5	3	164	17	159
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	2022	6	396	1933	82	177	98	59	234	20	191
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.19	0.19	0.19	0.13	0.13	0.13
Sat Flow, veh/h	348	3619	11	580	3460	146	932	518	311	1774	155	1451
Grp Volume(v), veh/h	75	470	494	8	734	766	17	0	0	164	0	176
Grp Sat Flow(s),veh/h/ln	348	1770	1861	580	1770	1837	1761	0	0	1774	0	1607
Q Serve(g_s), s	19.8	0.0	0.0	0.6	31.3	31.5	0.8	0.0	0.0	8.8	0.0	10.7
Cycle Q Clear(g_c), s	51.3	0.0	0.0	0.6	31.3	31.5	0.8	0.0	0.0	8.8	0.0	10.7
Prop In Lane	1.00		0.01	1.00		0.08	0.53		0.18	1.00		0.90
Lane Grp Cap(c), veh/h	157	989	1039	396	989	1026	334	0	0	234	0	212
V/C Ratio(X)	0.48	0.48	0.48	0.02	0.74	0.75	0.05	0.00	0.00	0.70	0.00	0.83
Avail Cap(c_a), veh/h	157	991	1042	397	991	1029	334	0	0	284	0	257
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.49	0.49	0.49	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	9.9	16.7	16.7	33.2	0.0	0.0	41.5	0.0	42.3
Incr Delay (d2), s/veh	2.0	0.3	0.3	0.0	1.5	1.5	0.3	0.0	0.0	5.9	0.0	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.2	0.2	0.2	20.0	21.0	0.7	0.0	0.0	8.3	0.0	9.7
LnGrp Delay(d),s/veh	16.5	0.3	0.3	9.9	18.2	18.2	33.4	0.0	0.0	47.4	0.0	59.6
LnGrp LOS	B	A	A	A	B	B	C			D		E
Approach Vol, veh/h		1039			1508			17			340	
Approach Delay, s/veh		1.5			18.1			33.4			53.7	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.0		59.9		17.2		59.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		2.8		53.3		12.7		33.5
Green Ext Time (p_c), s		0.0		2.6		0.5		18.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	816	139	73	1242	25	0	274	102	0	450	101
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	33	887	151	79	1350	27	0	298	111	0	489	110
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	146	1507	256	229	1767	35	0	547	204	0	622	140
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.00	0.42	0.42	0.00	0.42	0.42
Sat Flow, veh/h	392	3026	515	541	3549	71	0	1295	482	0	1473	331
Grp Volume(v), veh/h	33	519	519	79	673	704	0	0	409	0	0	599
Grp Sat Flow(s),veh/h/ln	392	1770	1772	541	1770	1850	0	0	1778	0	0	1804
Q Serve(g_s), s	7.4	20.8	20.8	12.1	30.8	30.9	0.0	0.0	17.3	0.0	0.0	28.7
Cycle Q Clear(g_c), s	38.3	20.8	20.8	33.0	30.8	30.9	0.0	0.0	17.3	0.0	0.0	28.7
Prop In Lane	1.00		0.29	1.00		0.04	0.00		0.27	0.00		0.18
Lane Grp Cap(c), veh/h	146	881	882	229	881	921	0	0	750	0	0	762
V/C Ratio(X)	0.23	0.59	0.59	0.35	0.76	0.76	0.00	0.00	0.54	0.00	0.00	0.79
Avail Cap(c_a), veh/h	151	903	904	235	903	944	0	0	750	0	0	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.59	0.59	0.59	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	17.8	17.8	29.5	20.3	20.4	0.0	0.0	21.7	0.0	0.0	25.0
Incr Delay (d2), s/veh	0.6	0.8	0.8	0.5	2.3	2.2	0.0	0.0	2.8	0.0	0.0	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	15.1	15.1	3.3	20.5	21.3	0.0	0.0	13.9	0.0	0.0	22.6
LnGrp Delay(d),s/veh	36.5	18.7	18.7	30.1	22.6	22.6	0.0	0.0	24.5	0.0	0.0	33.0
LnGrp LOS	D	B	B	C	C	C			C			C
Approach Vol, veh/h		1071			1456			409			599	
Approach Delay, s/veh		19.2			23.0			24.5			33.0	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.2		53.8		46.2		53.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		41.0		51.0		41.0		51.0
Max Q Clear Time (g_c+I1), s		19.3		40.3		30.7		35.0
Green Ext Time (p_c), s		7.2		9.5		4.8		13.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	772	65	64	964	12	0	771	58	0	808	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	40	839	71	70	1048	13	0	838	63	0	878	79
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	183	1459	123	226	1581	20	0	1597	120	0	1571	141
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.00	0.48	0.48	0.00	0.48	0.48
Sat Flow, veh/h	530	3303	280	611	3580	44	0	3430	251	0	3378	296
Grp Volume(v), veh/h	40	449	461	70	518	543	0	444	457	0	473	484
Grp Sat Flow(s),veh/h/ln	530	1770	1813	611	1770	1855	0	1770	1818	0	1770	1811
Q Serve(g_s), s	6.4	19.0	19.0	9.7	23.1	23.1	0.0	17.5	17.5	0.0	19.0	19.0
Cycle Q Clear(g_c), s	29.6	19.0	19.0	28.7	23.1	23.1	0.0	17.5	17.5	0.0	19.0	19.0
Prop In Lane	1.00		0.15	1.00		0.02	0.00		0.14	0.00		0.16
Lane Grp Cap(c), veh/h	183	781	801	226	781	819	0	847	870	0	847	866
V/C Ratio(X)	0.22	0.58	0.58	0.31	0.66	0.66	0.00	0.52	0.52	0.00	0.56	0.56
Avail Cap(c_a), veh/h	209	867	889	255	867	909	0	847	870	0	847	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.41	0.41	0.41	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	20.9	20.9	31.6	22.0	22.0	0.0	18.2	18.2	0.0	18.6	18.6
Incr Delay (d2), s/veh	0.4	0.6	0.6	0.3	0.7	0.6	0.0	2.3	2.3	0.0	2.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	13.7	14.0	3.0	14.9	15.5	0.0	14.0	14.3	0.0	15.0	15.2
LnGrp Delay(d),s/veh	34.2	21.5	21.5	32.0	22.7	22.7	0.0	20.5	20.4	0.0	21.2	21.2
LnGrp LOS	C	C	C	C	C	C		C	C		C	C
Approach Vol, veh/h		950			1131			901			957	
Approach Delay, s/veh		22.0			23.3			20.5			21.2	
Approach LOS		C			C			C			C	

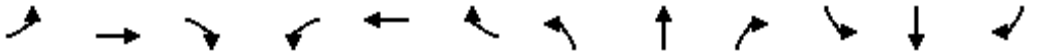
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		51.8		48.2		51.8		48.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		49.0		43.0		49.0
Max Q Clear Time (g_c+I1), s		19.5		31.6		21.0		30.7
Green Ext Time (p_c), s		13.7		12.6		13.1		13.1

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	736	64	91	952	33	86	797	120	95	948	122
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	57	800	70	99	1035	36	93	866	130	103	1030	133
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	1134	507	244	1190	41	220	1472	743	289	1325	171
Arrive On Green	0.03	0.32	0.32	0.05	0.34	0.34	0.05	0.42	0.42	0.05	0.42	0.42
Sat Flow, veh/h	1774	3539	1583	1774	3490	121	1774	3539	1583	1774	3154	407
Grp Volume(v), veh/h	57	800	70	99	525	546	93	866	130	103	578	585
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1841	1774	1770	1583	1774	1770	1791
Q Serve(g_s), s	2.1	19.9	3.1	3.7	27.8	27.8	3.0	18.9	4.7	3.3	28.1	28.2
Cycle Q Clear(g_c), s	2.1	19.9	3.1	3.7	27.8	27.8	3.0	18.9	4.7	3.3	28.1	28.2
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	163	1134	507	244	603	628	220	1472	743	289	743	752
V/C Ratio(X)	0.35	0.71	0.14	0.41	0.87	0.87	0.42	0.59	0.17	0.36	0.78	0.78
Avail Cap(c_a), veh/h	176	1134	507	273	619	644	227	1472	743	324	743	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	29.8	24.2	23.1	30.9	30.9	20.0	22.6	15.3	17.3	25.0	25.0
Incr Delay (d2), s/veh	0.9	1.5	0.1	0.7	8.8	8.5	1.3	1.7	0.5	0.7	7.8	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	14.3	2.5	3.3	20.2	20.9	2.7	14.7	3.9	3.0	21.7	21.9
LnGrp Delay(d),s/veh	26.2	31.3	24.3	23.8	39.7	39.4	21.3	24.3	15.8	18.1	32.8	32.8
LnGrp LOS	C	C	C	C	D	D	C	C	B	B	C	C
Approach Vol, veh/h		927			1170			1089			1266	
Approach Delay, s/veh		30.5			38.2			23.0			31.6	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	45.6	9.4	36.0	8.6	46.0	7.3	38.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	38.0	7.0	32.0	5.0	40.0	4.0	35.0
Max Q Clear Time (g_c+I1), s	5.3	20.9	5.7	21.9	5.0	30.2	4.1	29.8
Green Ext Time (p_c), s	0.0	12.7	0.0	7.8	0.0	8.0	0.0	4.3

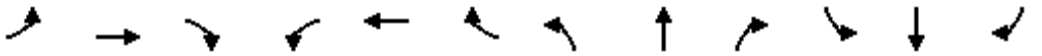
Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	691	386	51	1068	42	0	0	0	92	23	10
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	7	751	420	55	1161	46				100	25	11
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	40	1491	687	254	1506	60				634	158	70
Arrive On Green	0.87	0.87	0.87	0.87	0.87	0.87				0.49	0.49	0.49
Sat Flow, veh/h	9	3438	1583	477	3471	137				1303	326	143
Grp Volume(v), veh/h	404	354	420	55	592	615				136	0	0
Grp Sat Flow(s),veh/h/ln	1836	1610	1583	477	1770	1838				1772	0	0
Q Serve(g_s), s	0.0	5.2	7.5	3.5	13.4	13.4				4.3	0.0	0.0
Cycle Q Clear(g_c), s	5.1	5.2	7.5	8.7	13.4	13.4				4.3	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.07				0.74		0.08
Lane Grp Cap(c), veh/h	833	699	687	254	768	798				862	0	0
V/C Ratio(X)	0.48	0.51	0.61	0.22	0.77	0.77				0.16	0.00	0.00
Avail Cap(c_a), veh/h	1251	1079	1061	367	1186	1232				862	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.70	0.70	0.70				1.00	0.00	0.00
Uniform Delay (d), s/veh	4.1	4.1	4.2	5.1	4.6	4.6				14.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.6	0.3	1.2	1.1				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	4.0	5.6	0.9	9.6	9.9				3.9	0.0	0.0
LnGrp Delay(d),s/veh	4.4	4.5	4.9	5.4	5.8	5.8				14.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				B		
Approach Vol, veh/h		1178			1262						136	
Approach Delay, s/veh		4.6			5.8						14.7	
Approach LOS		A			A						B	

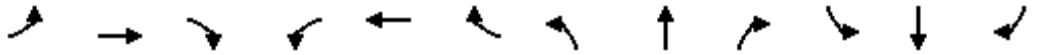
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				47.4		52.6		47.4
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				67.0		25.0		67.0
Max Q Clear Time (g_c+I1), s				9.5		6.3		15.4
Green Ext Time (p_c), s				29.5		0.6		28.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	753	0	0	744	36	455	33	44	20	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.97			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3515		1681	1666			1654	
Flt Permitted	0.14	1.00			1.00		0.70	0.74			0.90	
Satd. Flow (perm)	265	3539			3515		1241	1275			1510	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	818	0	0	809	39	495	36	48	22	0	64
RTOR Reduction (vph)	0	0	0	0	4	0	0	6	0	0	26	0
Lane Group Flow (vph)	10	818	0	0	844	0	292	281	0	0	60	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	32.1	32.1			32.1		59.9	59.9			59.9	
Effective Green, g (s)	32.1	32.1			32.1		59.9	59.9			59.9	
Actuated g/C Ratio	0.32	0.32			0.32		0.60	0.60			0.60	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	85	1136			1128		743	763			904	
v/s Ratio Prot		0.23			c0.24							
v/s Ratio Perm	0.04						c0.24	0.22			0.04	
v/c Ratio	0.12	0.72			0.75		0.39	0.37			0.07	
Uniform Delay, d1	24.0	30.0			30.3		10.5	10.3			8.4	
Progression Factor	0.77	0.68			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.6	2.2			2.8		1.6	1.4			0.1	
Delay (s)	19.1	22.5			33.1		12.1	11.7			8.5	
Level of Service	B	C			C		B	B			A	
Approach Delay (s)		22.5			33.1			11.9			8.5	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	272	4	217	10	3	6	66	2369	5	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	296	4	236	11	3	7	72	2575	5			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	119	0	712	107	17	712	56	2130	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	0	1583	0	38	1583	134	5112	1583			
Grp Volume(v), veh/h	300	0	236	14	0	7	996	1651	5			
Grp Sat Flow(s),veh/h/ln	0	0	1583	38	0	1583	1856	1695	1583			
Q Serve(g_s), s	0.0	0.0	5.8	0.0	0.0	0.1	25.0	25.0	0.1			
Cycle Q Clear(g_c), s	27.0	0.0	5.8	27.0	0.0	0.1	25.0	25.0	0.1			
Prop In Lane	0.99		1.00	0.79		1.00	0.07		1.00			
Lane Grp Cap(c), veh/h	119	0	712	124	0	712	773	1413	660			
V/C Ratio(X)	2.52	0.00	0.33	0.11	0.00	0.01	1.29	1.17	0.01			
Avail Cap(c_a), veh/h	119	0	712	124	0	712	773	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	10.7	15.0	0.0	9.1	17.5	17.5	10.2			
Incr Delay (d2), s/veh	706.7	0.0	0.3	0.4	0.0	0.0	139.1	84.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	45.6	0.0	4.6	0.3	0.0	0.1	76.6	50.5	0.1			
LnGrp Delay(d),s/veh	736.7	0.0	10.9	15.4	0.0	9.1	156.6	101.5	10.3			
LnGrp LOS	F		B	B		A	F	F	B			
Approach Vol, veh/h		536			21			2652				
Approach Delay, s/veh		417.2			13.3			122.0				
Approach LOS		F			B			F				

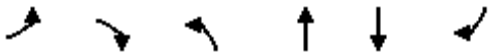
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		27.0		29.0				29.0
Green Ext Time (p_c), s		0.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	170.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	8	8	0	0	0	15	2494	118	152	2655	14
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	14	9	9				16	2711	128	165	2886	15
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	42	42	66				47	5294	249	147	4559	1419
Arrive On Green	0.02	0.02	0.02				0.90	0.90	0.90	0.90	0.90	0.90
Sat Flow, veh/h	1774	1770	2787				11	5906	278	93	5085	1583
Grp Volume(v), veh/h	14	9	9				765	1333	757	165	2886	15
Grp Sat Flow(s),veh/h/ln	1774	1770	1393				1634	1458	1646	93	1695	1583
Q Serve(g_s), s	0.8	0.5	0.3				0.0	8.7	8.8	80.8	13.6	0.1
Cycle Q Clear(g_c), s	0.8	0.5	0.3				7.2	8.7	8.8	89.6	13.6	0.1
Prop In Lane	1.00		1.00				0.02		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	42	42	66				1502	2614	1476	147	4559	1419
V/C Ratio(X)	0.34	0.22	0.14				0.51	0.51	0.51	1.12	0.63	0.01
Avail Cap(c_a), veh/h	834	832	1310				1502	2614	1476	147	4559	1419
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	47.9	47.8				0.9	1.0	1.0	29.4	1.2	0.5
Incr Delay (d2), s/veh	4.6	2.6	0.9				1.2	0.7	1.3	110.4	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.5	0.2				7.0	6.5	7.7	15.4	10.2	0.1
LnGrp Delay(d),s/veh	52.7	50.5	48.8				2.1	1.7	2.3	139.8	1.9	0.6
LnGrp LOS	D	D	D				A	A	A	F	A	A
Approach Vol, veh/h		32						2855			3066	
Approach Delay, s/veh		51.0						2.0			9.3	
Approach LOS		D						A			A	

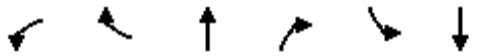
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		93.6		6.4		93.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		10.8		2.8		91.6		
Green Ext Time (p_c), s		5.2		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	102	4	0	2415	232	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	1769			3539	1863	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	1769			3539	1863	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	4	0	2625	252	0
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	113	0	0	2625	252	0
Turn Type	Prot			NA	NA	
Protected Phases	2			8	4	
Permitted Phases						
Actuated Green, G (s)	21.0			71.0	71.0	
Effective Green, g (s)	21.0			71.0	71.0	
Actuated g/C Ratio	0.21			0.71	0.71	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	371			2512	1322	
v/s Ratio Prot	c0.06			c0.74	0.14	
v/s Ratio Perm						
v/c Ratio	0.31			1.04	0.19	
Uniform Delay, d1	33.3			14.5	4.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	2.1			31.1	0.1	
Delay (s)	35.5			45.6	4.9	
Level of Service	D			D	A	
Approach Delay (s)	35.5			45.6	4.9	
Approach LOS	D			D	A	

Intersection Summary			
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	70	77	2102	0	0	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.92		1.00			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	3252		3539			3539
Flt Permitted	0.98		1.00			1.00
Satd. Flow (perm)	3252		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	84	2285	0	0	302
RTOR Reduction (vph)	6	0	0	0	0	0
Lane Group Flow (vph)	154	0	2285	0	0	302
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	10.1		81.9			81.9
Effective Green, g (s)	10.1		81.9			81.9
Actuated g/C Ratio	0.10		0.82			0.82
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	328		2898			2898
v/s Ratio Prot	c0.05		c0.65			0.09
v/s Ratio Perm						
v/c Ratio	0.47		0.79			0.10
Uniform Delay, d1	42.4		4.6			1.8
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.1		2.3			0.1
Delay (s)	43.5		6.9			1.9
Level of Service	D		A			A
Approach Delay (s)	43.5		6.9			1.9
Approach LOS	D		A			A

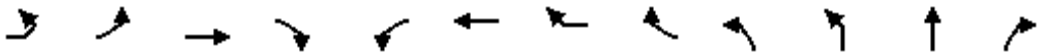
Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	530	57	0	597	457	357	0	285	835
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1761	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1761	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	576	62	0	649	497	388	0	310	908
RTOR Reduction (vph)	0	0	0	0	10	287	0	0	0
Lane Group Flow (vph)	576	62	0	649	526	62	0	310	908
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	313	267		281	1583
v/s Ratio Prot	0.16	0.04		0.18	c0.30				
v/s Ratio Perm						0.04		0.20	c0.57
v/c Ratio	0.22	0.22		0.25	1.68	0.23		1.10	0.57
Uniform Delay, d1	3.8	31.7		3.9	37.0	31.7		37.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	1.8		0.2	320.0	2.0		84.2	1.5
Delay (s)	4.0	33.5		4.1	357.0	33.8		121.2	1.5
Level of Service	A	C		A	F	C		F	A
Approach Delay (s)	6.9			4.1	229.5		32.0		
Approach LOS	A			A	F		C		

Intersection Summary			
HCM 2000 Control Delay	73.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

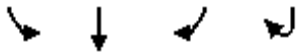


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	169	19	895	61	74	561	658	11	48	384	41	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.92				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3251				1681	1699	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3251				1011	1699	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	21	973	66	80	610	715	12	52	417	45	117
RTOR Reduction (vph)	0	0	0	32	0	0	0	0	0	0	0	98
Lane Group Flow (vph)	0	205	973	34	80	1337	0	0	0	252	262	19
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	53.4	53.4	10.1	56.5				7.0	7.0	17.1
Effective Green, g (s)		8.0	53.4	53.4	10.1	56.5				7.0	7.0	17.1
Actuated g/C Ratio		0.08	0.51	0.51	0.10	0.54				0.07	0.07	0.16
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1799	805	170	1749				67	113	257
v/s Ratio Prot			0.27		0.05	c0.41					0.15	0.01
v/s Ratio Perm		c0.22		0.02						c0.25		0.00
v/c Ratio		2.93	0.54	0.04	0.47	0.85dr				3.76	2.32	0.07
Uniform Delay, d1		48.5	17.5	13.0	44.9	19.0				49.0	49.0	37.2
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		905.3	1.2	0.1	2.1	3.2				1278.1	620.2	0.1
Delay (s)		953.8	18.7	13.1	47.0	22.3				1327.1	669.2	37.4
Level of Service		F	B	B	D	C				F	F	D
Approach Delay (s)			172.5			23.7					814.8	
Approach LOS			F			C					F	

Intersection Summary			
HCM 2000 Control Delay	222.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

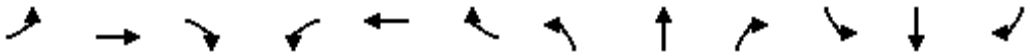
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



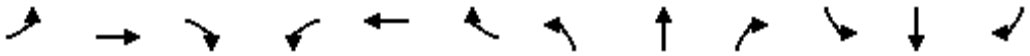
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	47	74	9	29
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3356		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3356		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	80	10	32
RTOR Reduction (vph)	0	29	0	0
Lane Group Flow (vph)	51	93	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	8.5	8.5		
Effective Green, g (s)	8.5	8.5		
Actuated g/C Ratio	0.08	0.08		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	143	271		
v/s Ratio Prot	c0.03	0.03		
v/s Ratio Perm				
v/c Ratio	0.36	0.34		
Uniform Delay, d1	45.7	45.6		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.5	0.8		
Delay (s)	47.2	46.4		
Level of Service	D	D		
Approach Delay (s)		46.6		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	901	253	21	1001	0	0	0	0	501	13	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.96	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1648	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1648	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	979	275	23	1088	0	0	0	0	545	14	73
RTOR Reduction (vph)	0	0	115	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	979	160	23	1088	0	0	0	0	322	298	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		52.8	52.8	3.2	60.0					21.0	21.0	
Effective Green, g (s)		52.8	52.8	3.2	60.0					21.0	21.0	
Actuated g/C Ratio		0.58	0.58	0.04	0.66					0.23	0.23	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		2055	919	62	2335					388	380	
v/s Ratio Prot		0.28		0.01	c0.31							
v/s Ratio Perm			0.10							c0.19	0.18	
v/c Ratio		0.48	0.17	0.37	0.47					0.83	0.78	
Uniform Delay, d1		11.0	8.9	42.9	7.6					33.3	32.8	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.8	0.4	3.7	0.1					13.7	10.1	
Delay (s)		11.8	9.3	46.6	7.7					46.9	42.9	
Level of Service		B	A	D	A					D	D	
Approach Delay (s)		11.3			8.5			0.0			45.0	
Approach LOS		B			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1365	0	0	634	517	273	0	96	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.37	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	690	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	1484	0	0	689	562	297	0	104	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	203	0	0	89	0	0	0
Lane Group Flow (vph)	92	1484	0	0	689	359	297	0	15	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	57.5	57.5			57.5	57.5	13.1		13.1			
Effective Green, g (s)	57.5	57.5			57.5	57.5	13.1		13.1			
Actuated g/C Ratio	0.64	0.64			0.64	0.64	0.15		0.15			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	440	2261			2261	1011	499		230			
v/s Ratio Prot		c0.42			0.19		c0.09					
v/s Ratio Perm	0.13					0.23			0.01			
v/c Ratio	0.21	0.66			0.30	0.36	0.60		0.07			
Uniform Delay, d1	6.8	10.1			7.3	7.6	36.0		33.2			
Progression Factor	1.00	1.00			0.54	0.62	1.00		1.00			
Incremental Delay, d2	1.1	1.5			0.3	1.0	1.9		0.1			
Delay (s)	7.9	11.6			4.2	5.6	37.9		33.3			
Level of Service	A	B			A	A	D		C			
Approach Delay (s)		11.4			4.9			36.7			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	167	1110	40	144	879	79	61	959	219	80	1184	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	182	1207	43	157	955	86	66	1042	238	87	1287	153
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	1310	47	198	1156	104	156	2259	798	201	2047	243
Arrive On Green	0.08	0.38	0.38	0.06	0.35	0.35	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1774	3486	124	1774	3284	296	369	5085	1583	430	4608	548
Grp Volume(v), veh/h	182	612	638	157	515	526	66	1042	238	87	947	493
Grp Sat Flow(s),veh/h/ln	1774	1770	1841	1774	1770	1811	369	1695	1583	430	1695	1766
Q Serve(g_s), s	6.4	33.0	33.1	5.7	26.6	26.6	16.8	14.3	8.8	17.7	21.5	21.5
Cycle Q Clear(g_c), s	6.4	33.0	33.1	5.7	26.6	26.6	38.3	14.3	8.8	32.0	21.5	21.5
Prop In Lane	1.00		0.07	1.00		0.16	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	267	665	692	198	623	637	156	2259	798	201	1506	784
V/C Ratio(X)	0.68	0.92	0.92	0.79	0.83	0.83	0.42	0.46	0.30	0.43	0.63	0.63
Avail Cap(c_a), veh/h	278	672	700	198	623	637	156	2259	798	201	1506	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.12	0.12	0.12	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	29.8	29.8	24.9	29.6	29.6	36.2	19.4	14.5	30.6	21.4	21.4
Incr Delay (d2), s/veh	0.8	3.0	2.9	16.2	7.5	7.3	8.1	0.7	1.0	6.6	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	19.1	19.8	6.5	19.8	20.1	3.7	11.1	7.2	4.5	15.7	16.7
LnGrp Delay(d),s/veh	23.5	32.8	32.8	41.1	37.1	36.9	44.4	20.1	15.4	37.2	23.4	25.2
LnGrp LOS	C	C	C	D	D	D	D	C	B	D	C	C
Approach Vol, veh/h		1432			1198			1346			1527	
Approach Delay, s/veh		31.6			37.5			20.5			24.8	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		48.4	10.0	41.6		48.4	12.4	39.2
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		44.0	6.0	38.0		44.0	9.0	35.0
Max Q Clear Time (g_c+I1), s		40.3	7.7	35.1		34.0	8.4	28.6
Green Ext Time (p_c), s		3.5	0.0	2.5		9.3	0.0	5.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	79	1242	51	98	961	82	38	151	86	50	90	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	86	1350	55	107	1045	89	41	164	93	54	98	57
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	2243	91	233	2136	182	84	277	145	127	222	114
Arrive On Green	0.65	0.65	0.65	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	494	3466	141	382	3302	281	157	1017	532	301	814	418
Grp Volume(v), veh/h	86	688	717	107	560	574	298	0	0	209	0	0
Grp Sat Flow(s),veh/h/ln	494	1770	1838	382	1770	1813	1706	0	0	1533	0	0
Q Serve(g_s), s	7.4	22.5	22.6	17.2	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	22.5	22.6	39.8	0.0	0.0	14.9	0.0	0.0	11.0	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.16	0.14		0.31	0.26		0.27
Lane Grp Cap(c), veh/h	392	1145	1189	233	1145	1173	507	0	0	464	0	0
V/C Ratio(X)	0.22	0.60	0.60	0.46	0.49	0.49	0.59	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	413	1221	1268	249	1221	1251	507	0	0	464	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.70	0.70	0.70	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	10.2	10.2	6.9	0.0	0.0	31.8	0.0	0.0	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.3	1.0	0.2	0.2	4.9	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	14.8	15.3	3.3	0.1	0.1	12.5	0.0	0.0	9.0	0.0	0.0
LnGrp Delay(d),s/veh	7.7	10.5	10.6	7.9	0.2	0.2	36.7	0.0	0.0	33.3	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D			C		
Approach Vol, veh/h		1491			1241			298			209	
Approach Delay, s/veh		10.4			0.9			36.7			33.3	
Approach LOS		B			A			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.3		68.7		31.3		68.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		23.0		69.0		23.0		69.0
Max Q Clear Time (g_c+I1), s		16.9		24.6		13.0		41.8
Green Ext Time (p_c), s		1.6		34.2		2.3		22.9

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	1224	34	19	1102	45	17	181	19	43	177	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	74	1330	37	21	1198	49	18	197	21	47	192	73
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1667	46	228	1642	67	71	693	71	125	491	175
Arrive On Green	0.95	0.95	0.95	0.95	0.95	0.95	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	444	3517	98	396	3466	142	73	1553	159	187	1100	393
Grp Volume(v), veh/h	74	669	698	21	611	636	236	0	0	312	0	0
Grp Sat Flow(s),veh/h/ln	444	1770	1845	396	1770	1838	1785	0	0	1680	0	0
Q Serve(g_s), s	4.2	8.1	8.1	1.3	5.8	5.9	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	10.1	8.1	8.1	9.4	5.8	5.9	8.2	0.0	0.0	11.8	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.08	0.08		0.09	0.15		0.23
Lane Grp Cap(c), veh/h	256	839	875	228	839	871	835	0	0	791	0	0
V/C Ratio(X)	0.29	0.80	0.80	0.09	0.73	0.73	0.28	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	317	1079	1126	281	1079	1121	835	0	0	791	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.69	0.69	0.69	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.4	1.6	1.6	2.6	1.5	1.5	17.6	0.0	0.0	18.6	0.0	0.0
Incr Delay (d2), s/veh	0.4	2.3	2.2	0.1	1.3	1.2	0.8	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	5.5	5.7	0.2	4.1	4.3	7.7	0.0	0.0	10.1	0.0	0.0
LnGrp Delay(d),s/veh	2.8	3.9	3.8	2.7	2.8	2.8	18.5	0.0	0.0	20.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			C		
Approach Vol, veh/h		1441			1268			236			312	
Approach Delay, s/veh		3.8			2.8			18.5			20.1	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		48.6		51.4		48.6		51.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		61.0		31.0		61.0
Max Q Clear Time (g_c+I1), s		10.2		12.1		13.8		11.4
Green Ext Time (p_c), s		3.4		35.3		3.2		35.7

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	116	1163	41	42	1098	74	34	578	37	55	644	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	126	1264	45	46	1193	80	37	628	40	60	700	108
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	1671	59	261	1614	108	78	1265	84	102	1112	179
Arrive On Green	0.96	0.96	0.96	0.96	0.96	0.96	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	433	3486	124	418	3367	226	86	2871	190	138	2522	406
Grp Volume(v), veh/h	126	641	668	46	626	647	354	0	351	436	0	432
Grp Sat Flow(s),veh/h/ln	433	1770	1841	418	1770	1823	1485	0	1662	1443	0	1623
Q Serve(g_s), s	6.5	5.5	5.5	1.4	5.0	5.1	1.6	0.0	15.0	10.6	0.0	20.3
Cycle Q Clear(g_c), s	9.1	5.5	5.5	4.2	5.0	5.1	22.5	0.0	15.0	26.2	0.0	20.3
Prop In Lane	1.00		0.07	1.00		0.12	0.10		0.11	0.14		0.25
Lane Grp Cap(c), veh/h	268	848	882	261	848	874	694	0	732	677	0	716
V/C Ratio(X)	0.47	0.76	0.76	0.18	0.74	0.74	0.51	0.00	0.48	0.64	0.00	0.60
Avail Cap(c_a), veh/h	316	1044	1086	307	1044	1076	694	0	732	677	0	716
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.68	0.68	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	1.6	1.2	1.2	1.3	1.2	1.2	19.5	0.0	19.8	22.4	0.0	21.3
Incr Delay (d2), s/veh	0.8	1.6	1.5	0.2	1.5	1.5	2.7	0.0	2.2	4.7	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	3.2	3.3	0.3	3.1	3.2	11.6	0.0	11.7	16.1	0.0	14.9
LnGrp Delay(d),s/veh	2.3	2.8	2.7	1.6	2.7	2.7	22.2	0.0	22.1	27.1	0.0	25.1
LnGrp LOS	A	A	A	A	A	A	C		C	C		C
Approach Vol, veh/h		1435			1319			705			868	
Approach Delay, s/veh		2.7			2.6			22.1			26.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		48.4		51.6		48.4		51.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		33.0		59.0		33.0		59.0
Max Q Clear Time (g_c+I1), s		24.5		11.1		28.2		7.1
Green Ext Time (p_c), s		5.9		36.2		3.6		38.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	1129	54	83	929	99	74	1229	84	81	1043	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	104	1227	59	90	1010	108	80	1336	91	88	1134	92
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1553	75	214	1458	156	159	1657	741	126	1553	126
Arrive On Green	0.90	0.90	0.90	0.90	0.90	0.90	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	502	3438	165	428	3227	345	453	3539	1583	374	3316	269
Grp Volume(v), veh/h	104	631	655	90	554	564	80	1336	91	88	605	621
Grp Sat Flow(s),veh/h/ln	502	1770	1834	428	1770	1802	453	1770	1583	374	1770	1815
Q Serve(g_s), s	9.1	12.0	12.1	12.3	8.1	8.1	17.3	32.2	3.2	14.6	27.6	27.7
Cycle Q Clear(g_c), s	17.2	12.0	12.1	24.3	8.1	8.1	45.0	32.2	3.2	46.8	27.6	27.7
Prop In Lane	1.00		0.09	1.00		0.19	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	258	799	828	214	799	814	159	1657	741	126	829	850
V/C Ratio(X)	0.40	0.79	0.79	0.42	0.69	0.69	0.50	0.81	0.12	0.70	0.73	0.73
Avail Cap(c_a), veh/h	277	867	898	230	867	883	159	1657	741	126	829	850
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.3	3.2	3.2	7.3	3.0	3.0	39.7	22.7	15.0	45.5	21.5	21.5
Incr Delay (d2), s/veh	0.7	3.1	3.1	0.8	1.4	1.4	11.0	4.3	0.3	27.2	5.6	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	8.8	9.0	2.6	6.2	6.3	4.8	23.3	2.7	6.1	21.0	21.5
LnGrp Delay(d),s/veh	5.9	6.4	6.3	8.2	4.4	4.4	50.7	27.0	15.3	72.6	27.1	27.0
LnGrp LOS	A	A	A	A	A	A	D	C	B	E	C	C
Approach Vol, veh/h		1390			1208			1507			1314	
Approach Delay, s/veh		6.3			4.7			27.6			30.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.8		49.2		50.8		49.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		49.0		43.0		49.0
Max Q Clear Time (g_c+I1), s		47.0		19.2		48.8		26.3
Green Ext Time (p_c), s		0.0		23.6		0.0		18.9

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1202	26	91	1171	61	36	467	81	54	358	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	87	1307	28	99	1273	66	39	508	88	59	389	48
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	1924	41	212	1860	96	244	583	101	131	613	76
Arrive On Green	0.72	0.72	0.72	1.00	1.00	1.00	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	407	3543	76	408	3424	177	948	1547	268	818	1627	201
Grp Volume(v), veh/h	87	652	683	99	657	682	39	0	596	59	0	437
Grp Sat Flow(s),veh/h/ln	407	1770	1849	408	1770	1831	948	0	1815	818	0	1827
Q Serve(g_s), s	8.3	20.1	20.1	16.2	0.0	0.0	3.5	0.0	30.5	7.2	0.0	19.6
Cycle Q Clear(g_c), s	8.3	20.1	20.1	36.4	0.0	0.0	23.1	0.0	30.5	37.7	0.0	19.6
Prop In Lane	1.00		0.04	1.00		0.10	1.00		0.15	1.00		0.11
Lane Grp Cap(c), veh/h	293	961	1004	212	961	995	244	0	684	131	0	689
V/C Ratio(X)	0.30	0.68	0.68	0.47	0.68	0.69	0.16	0.00	0.87	0.45	0.00	0.63
Avail Cap(c_a), veh/h	300	991	1036	218	991	1026	244	0	684	131	0	689
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.64	0.64	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	9.1	9.1	6.7	0.0	0.0	35.0	0.0	28.9	46.4	0.0	25.5
Incr Delay (d2), s/veh	0.3	1.1	1.1	1.0	1.2	1.2	1.4	0.0	14.3	10.7	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	13.7	14.2	3.3	0.6	0.6	1.8	0.0	24.9	3.6	0.0	16.0
LnGrp Delay(d),s/veh	7.8	10.2	10.2	7.8	1.2	1.2	36.4	0.0	43.2	57.1	0.0	29.9
LnGrp LOS	A	B	B	A	A	A	D		D	E		C
Approach Vol, veh/h		1422			1438			635			496	
Approach Delay, s/veh		10.1			1.6			42.8			33.2	
Approach LOS		B			A			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.7		58.3		41.7		58.3
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		32.5		22.1		39.7		38.4
Green Ext Time (p_c), s		2.2		28.5		0.0		16.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	1117	26	28	1187	42	7	10	8	118	9	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	1214	28	30	1290	46	8	11	9	128	10	124
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	1964	45	320	1936	69	108	149	122	190	13	159
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.22	0.22	0.22	0.11	0.11	0.11
Sat Flow, veh/h	408	3536	82	446	3486	124	497	683	559	1774	119	1482
Grp Volume(v), veh/h	100	607	635	30	654	682	28	0	0	128	0	134
Grp Sat Flow(s),veh/h/ln	408	1770	1848	446	1770	1841	1739	0	0	1774	0	1601
Q Serve(g_s), s	20.7	0.0	0.0	3.2	26.1	26.2	1.3	0.0	0.0	6.9	0.0	8.2
Cycle Q Clear(g_c), s	46.8	0.0	0.0	3.2	26.1	26.2	1.3	0.0	0.0	6.9	0.0	8.2
Prop In Lane	1.00		0.04	1.00		0.07	0.29		0.32	1.00		0.93
Lane Grp Cap(c), veh/h	192	983	1026	320	983	1022	379	0	0	190	0	171
V/C Ratio(X)	0.52	0.62	0.62	0.09	0.67	0.67	0.07	0.00	0.00	0.67	0.00	0.78
Avail Cap(c_a), veh/h	194	991	1035	322	991	1031	379	0	0	284	0	256
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	10.6	15.7	15.7	31.1	0.0	0.0	43.0	0.0	43.5
Incr Delay (d2), s/veh	1.6	0.7	0.7	0.1	1.0	1.0	0.4	0.0	0.0	4.1	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	0.4	0.4	0.7	17.6	18.2	1.2	0.0	0.0	6.5	0.0	7.2
LnGrp Delay(d),s/veh	12.6	0.7	0.7	10.7	16.7	16.7	31.5	0.0	0.0	47.1	0.0	52.2
LnGrp LOS	B	A	A	B	B	B	C			D		D
Approach Vol, veh/h		1342			1366			28			262	
Approach Delay, s/veh		1.6			16.6			31.5			49.7	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.8		59.5		14.7		59.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.3		48.8		10.2		28.2
Green Ext Time (p_c), s		0.0		6.7		0.6		23.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	1088	109	27	1074	30	0	447	96	0	404	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	55	1183	118	29	1167	33	0	486	104	0	439	84
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	179	1580	157	153	1708	48	0	646	138	0	660	126
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.00	0.43	0.43	0.00	0.43	0.43
Sat Flow, veh/h	464	3252	324	422	3515	99	0	1488	318	0	1520	291
Grp Volume(v), veh/h	55	643	658	29	587	613	0	0	590	0	0	523
Grp Sat Flow(s),veh/h/ln	464	1770	1806	422	1770	1845	0	0	1807	0	0	1811
Q Serve(g_s), s	10.3	29.3	29.5	6.0	25.5	25.6	0.0	0.0	27.4	0.0	0.0	23.0
Cycle Q Clear(g_c), s	35.9	29.3	29.5	35.5	25.5	25.6	0.0	0.0	27.4	0.0	0.0	23.0
Prop In Lane	1.00		0.18	1.00		0.05	0.00		0.18	0.00		0.16
Lane Grp Cap(c), veh/h	179	860	877	153	860	897	0	0	784	0	0	786
V/C Ratio(X)	0.31	0.75	0.75	0.19	0.68	0.68	0.00	0.00	0.75	0.00	0.00	0.67
Avail Cap(c_a), veh/h	185	885	903	158	885	923	0	0	784	0	0	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.68	0.68	0.68	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.6	20.8	20.8	35.1	19.8	19.8	0.0	0.0	23.8	0.0	0.0	22.5
Incr Delay (d2), s/veh	0.7	2.5	2.5	0.4	1.4	1.4	0.0	0.0	6.6	0.0	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	20.2	20.6	1.3	17.6	18.2	0.0	0.0	21.4	0.0	0.0	18.2
LnGrp Delay(d),s/veh	34.3	23.2	23.3	35.5	21.2	21.2	0.0	0.0	30.4	0.0	0.0	26.9
LnGrp LOS	C	C	C	D	C	C			C			C
Approach Vol, veh/h		1356			1229			590			523	
Approach Delay, s/veh		23.7			21.5			30.4			26.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		47.4		52.6		47.4		52.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		50.0		42.0		50.0
Max Q Clear Time (g_c+I1), s		29.4		37.9		25.0		37.5
Green Ext Time (p_c), s		6.0		10.7		7.2		11.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	1009	67	91	1010	33	0	813	70	0	655	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	65	1097	73	99	1098	36	0	884	76	0	712	21
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	223	1869	124	234	1940	64	0	1205	104	0	1282	38
Arrive On Green	0.55	0.55	0.55	0.37	0.37	0.37	0.00	0.37	0.37	0.00	0.37	0.37
Sat Flow, veh/h	494	3369	224	478	3497	115	0	3392	284	0	3604	104
Grp Volume(v), veh/h	65	576	594	99	555	579	0	474	486	0	359	374
Grp Sat Flow(s),veh/h/ln	494	1770	1823	478	1770	1843	0	1770	1813	0	1770	1844
Q Serve(g_s), s	10.5	21.5	21.5	18.6	25.0	25.0	0.0	23.2	23.2	0.0	16.1	16.2
Cycle Q Clear(g_c), s	35.5	21.5	21.5	40.1	25.0	25.0	0.0	23.2	23.2	0.0	16.1	16.2
Prop In Lane	1.00		0.12	1.00		0.06	0.00		0.16	0.00		0.06
Lane Grp Cap(c), veh/h	223	982	1011	234	982	1022	0	646	662	0	646	674
V/C Ratio(X)	0.29	0.59	0.59	0.42	0.57	0.57	0.00	0.73	0.73	0.00	0.56	0.56
Avail Cap(c_a), veh/h	235	1026	1057	246	1026	1069	0	646	662	0	646	674
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.48	0.48	0.48	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	14.7	14.7	36.2	21.8	21.8	0.0	27.5	27.5	0.0	25.3	25.3
Incr Delay (d2), s/veh	0.4	0.4	0.4	0.6	0.3	0.3	0.0	7.2	7.1	0.0	3.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	14.3	14.7	4.3	16.3	16.9	0.0	18.5	18.8	0.0	13.3	13.7
LnGrp Delay(d),s/veh	28.2	15.1	15.1	36.8	22.2	22.1	0.0	34.8	34.6	0.0	28.7	28.6
LnGrp LOS	C	B	B	D	C	C		C	C		C	C
Approach Vol, veh/h		1235			1233			960			733	
Approach Delay, s/veh		15.8			23.3			34.7			28.6	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.5		59.5		40.5		59.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		58.0		34.0		58.0
Max Q Clear Time (g_c+I1), s		25.2		37.5		18.2		42.1
Green Ext Time (p_c), s		6.2		16.6		9.6		13.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	927	63	176	979	64	62	882	229	73	957	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	1008	68	191	1064	70	67	959	249	79	1040	66
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1174	525	263	1244	82	192	1344	741	212	1296	82
Arrive On Green	0.05	0.33	0.33	0.09	0.37	0.37	0.04	0.38	0.38	0.04	0.38	0.38
Sat Flow, veh/h	1774	3539	1583	1774	3371	222	1774	3539	1583	1774	3380	214
Grp Volume(v), veh/h	96	1008	68	191	558	576	67	959	249	79	544	562
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1824	1774	1770	1583	1774	1770	1825
Q Serve(g_s), s	3.5	26.6	3.0	6.8	29.1	29.1	2.3	23.1	9.9	2.7	27.4	27.4
Cycle Q Clear(g_c), s	3.5	26.6	3.0	6.8	29.1	29.1	2.3	23.1	9.9	2.7	27.4	27.4
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	202	1174	525	263	653	673	192	1344	741	212	678	700
V/C Ratio(X)	0.48	0.86	0.13	0.73	0.86	0.86	0.35	0.71	0.34	0.37	0.80	0.80
Avail Cap(c_a), veh/h	217	1174	525	301	672	693	198	1344	741	212	678	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	31.2	23.3	23.2	29.1	29.1	21.9	26.4	16.8	20.8	27.5	27.5
Incr Delay (d2), s/veh	1.1	4.4	0.1	4.9	7.1	7.0	1.1	3.3	1.2	1.1	9.7	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	18.6	2.4	6.2	20.6	21.2	2.1	17.4	8.1	2.4	21.5	22.0
LnGrp Delay(d),s/veh	25.2	35.6	23.4	28.1	36.2	36.1	23.0	29.7	18.0	21.9	37.2	36.9
LnGrp LOS	C	D	C	C	D	D	C	C	B	C	D	D
Approach Vol, veh/h		1172			1325			1275			1185	
Approach Delay, s/veh		34.1			35.0			27.0			36.0	
Approach LOS		C			C			C			D	

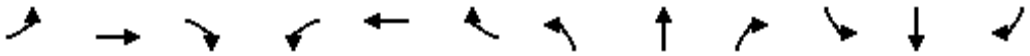
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	42.0	12.9	37.2	7.6	42.3	9.2	40.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	36.0	11.0	33.0	4.0	36.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	4.7	25.1	8.8	28.6	4.3	29.4	5.5	31.1
Green Ext Time (p_c), s	0.0	9.0	0.1	3.9	0.0	5.7	0.0	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	859	349	46	1188	70	0	0	0	108	34	15
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	12	934	379	50	1291	76				117	37	16
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	44	1608	748	255	1606	94				546	173	75
Arrive On Green	0.95	0.95	0.95	0.95	0.95	0.95				0.45	0.45	0.45
Sat Flow, veh/h	15	3401	1583	417	3397	200				1220	386	167
Grp Volume(v), veh/h	501	445	379	50	671	696				170	0	0
Grp Sat Flow(s),veh/h/ln	1806	1610	1583	417	1770	1828				1772	0	0
Q Serve(g_s), s	0.0	3.4	2.5	1.9	8.6	8.7				5.9	0.0	0.0
Cycle Q Clear(g_c), s	3.2	3.4	2.5	5.3	8.6	8.7				5.9	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.11				0.69		0.09
Lane Grp Cap(c), veh/h	891	761	748	255	836	864				793	0	0
V/C Ratio(X)	0.56	0.58	0.51	0.20	0.80	0.81				0.21	0.00	0.00
Avail Cap(c_a), veh/h	1245	1095	1077	341	1203	1243				793	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.78	0.78	0.78				1.00	0.00	0.00
Uniform Delay (d), s/veh	1.5	1.5	1.5	1.9	1.7	1.7				16.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.3	0.3	2.0	2.0				0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	1.9	1.6	0.4	6.1	6.3				5.4	0.0	0.0
LnGrp Delay(d),s/veh	1.9	2.0	1.8	2.1	3.7	3.7				17.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				B		
Approach Vol, veh/h		1325			1417						170	
Approach Delay, s/veh		1.9			3.7						17.5	
Approach LOS		A			A						B	

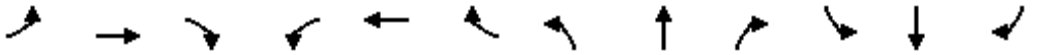
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				51.3		48.7		51.3
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s				5.4		7.9		10.7
Green Ext Time (p_c), s				38.6		0.8		36.5

Intersection Summary	
HCM 2010 Ctrl Delay	3.7
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	933	0	0	714	36	527	103	54	23	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3514		1681	1682			1661	
Flt Permitted	0.20	1.00			1.00		0.73	0.79			0.86	
Satd. Flow (perm)	370	3539			3514		1295	1359			1457	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	1014	0	0	776	39	573	112	59	25	0	60
RTOR Reduction (vph)	0	0	0	0	4	0	0	6	0	0	27	0
Lane Group Flow (vph)	21	1014	0	0	811	0	372	366	0	0	58	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	37.1	37.1			37.1		54.9	54.9			54.9	
Effective Green, g (s)	37.1	37.1			37.1		54.9	54.9			54.9	
Actuated g/C Ratio	0.37	0.37			0.37		0.55	0.55			0.55	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	137	1312			1303		710	746			799	
v/s Ratio Prot		c0.29			0.23							
v/s Ratio Perm	0.06						c0.29	0.27			0.04	
v/c Ratio	0.15	0.77			0.62		0.52	0.49			0.07	
Uniform Delay, d1	21.0	27.7			25.7		14.3	13.9			10.6	
Progression Factor	0.79	0.70			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.5	2.7			0.9		2.8	2.3			0.2	
Delay (s)	17.0	22.0			26.7		17.0	16.2			10.8	
Level of Service	B	C			C		B	B			B	
Approach Delay (s)		21.9			26.7			16.6			10.8	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	148	9	624	3	1	3	28	1330	15	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	161	10	678	3	1	3	30	1446	16			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	116	4	712	105	21	712	42	2145	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	9	1583	0	46	1583	100	5147	1583			
Grp Volume(v), veh/h	171	0	678	4	0	3	555	921	16			
Grp Sat Flow(s),veh/h/ln	9	0	1583	46	0	1583	1858	1695	1583			
Q Serve(g_s), s	0.0	0.0	24.7	0.0	0.0	0.1	14.9	13.1	0.4			
Cycle Q Clear(g_c), s	27.0	0.0	24.7	27.0	0.0	0.1	14.9	13.1	0.4			
Prop In Lane	0.94		1.00	0.75		1.00	0.05		1.00			
Lane Grp Cap(c), veh/h	120	0	712	126	0	712	774	1413	660			
V/C Ratio(X)	1.42	0.00	0.95	0.03	0.00	0.00	0.72	0.65	0.02			
Avail Cap(c_a), veh/h	120	0	712	126	0	712	774	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	29.1	0.0	15.9	14.9	0.0	9.1	14.6	14.0	10.3			
Incr Delay (d2), s/veh	230.8	0.0	22.5	0.1	0.0	0.0	5.6	2.4	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	17.4	0.0	21.4	0.1	0.0	0.1	13.6	10.6	0.3			
LnGrp Delay(d),s/veh	260.0	0.0	38.4	15.0	0.0	9.1	20.2	16.4	10.4			
LnGrp LOS	F		D	B		A	C	B	B			
Approach Vol, veh/h		849			7			1492				
Approach Delay, s/veh		83.0			12.5			17.7				
Approach LOS		F			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		16.9		29.0				29.0
Green Ext Time (p_c), s		5.6		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

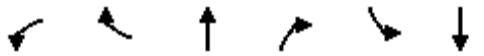
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	0	0	0	11	2817	182	105	2708	6
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	2	2				12	3062	198	114	2943	7
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	0	15	12				43	5384	346	122	4657	1450
Arrive On Green	0.00	0.00	0.00				0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	0	3632	2787				7	5879	377	61	5085	1583
Grp Volume(v), veh/h	0	2	2				916	1502	854	114	2943	7
Grp Sat Flow(s),veh/h/ln	0	1770	1393				1719	1458	1629	61	1695	1583
Q Serve(g_s), s	0.0	0.1	0.1				0.0	8.9	9.3	82.3	11.6	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1				8.1	8.9	9.3	91.6	11.6	0.0
Prop In Lane	0.00		1.00				0.01		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	0	15	12				1611	2670	1491	122	4657	1450
V/C Ratio(X)	0.00	0.13	0.17				0.57	0.56	0.57	0.94	0.63	0.00
Avail Cap(c_a), veh/h	0	1663	1310				1611	2670	1491	122	4657	1450
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	49.6				0.7	0.7	0.7	32.0	0.8	0.4
Incr Delay (d2), s/veh	0.0	4.0	6.7				1.5	0.9	1.6	65.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.1				7.9	6.6	7.9	9.2	8.9	0.0
LnGrp Delay(d),s/veh	0.0	53.6	56.3				2.2	1.6	2.4	97.6	1.5	0.4
LnGrp LOS		D	E				A	A	A	F	A	A
Approach Vol, veh/h		4						3272			3064	
Approach Delay, s/veh		55.0						1.9			5.1	
Approach LOS		D						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		4.4		95.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		11.3		2.1		93.6		
Green Ext Time (p_c), s		4.7		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	3.5
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	675	0	0	1396	68	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1863			3539	1764	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1863			3539	1764	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	734	0	0	1517	74	5
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	734	0	0	1517	77	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	62.4			62.4	29.6	
Effective Green, g (s)	62.4			62.4	29.6	
Actuated g/C Ratio	0.62			0.62	0.30	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1162			2208	522	
v/s Ratio Prot	0.39			c0.43	c0.04	
v/s Ratio Perm						
v/c Ratio	0.63			0.69	0.15	
Uniform Delay, d1	11.7			12.4	25.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.1			0.9	0.6	
Delay (s)	12.8			13.3	26.5	
Level of Service	B			B	C	
Approach Delay (s)	12.8			13.3	26.5	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	361	32	1131	0	0	899
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.99		1.00			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	3413		3539			3539
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	3413		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	392	35	1229	0	0	977
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	419	0	1229	0	0	977
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	17.6		74.4			74.4
Effective Green, g (s)	17.6		74.4			74.4
Actuated g/C Ratio	0.18		0.74			0.74
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	600		2633			2633
v/s Ratio Prot	c0.12		c0.35			0.28
v/s Ratio Perm						
v/c Ratio	0.70		0.47			0.37
Uniform Delay, d1	38.7		5.0			4.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	3.5		0.6			0.4
Delay (s)	42.2		5.6			4.9
Level of Service	D		A			A
Approach Delay (s)	42.2		5.6			4.9
Approach LOS	D		A			A

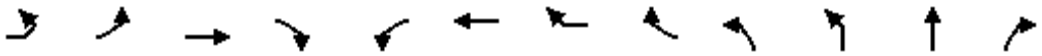
Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	493	61	0	983	131	287	0	136	1569
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.94	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1700	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1700	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	536	66	0	1068	142	312	0	148	1705
RTOR Reduction (vph)	0	0	0	0	26	179	0	0	0
Lane Group Flow (vph)	536	66	0	1068	210	39	0	148	1705
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	302	267		281	1583
v/s Ratio Prot	0.15	0.04		0.30	0.12				
v/s Ratio Perm						0.03		0.09	c1.08
v/c Ratio	0.21	0.23		0.41	0.69	0.15		0.53	1.08
Uniform Delay, d1	3.8	31.7		4.6	34.7	31.2		33.6	45.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	2.0		0.5	12.4	1.1		6.9	46.5
Delay (s)	4.0	33.7		5.1	47.1	32.4		40.5	91.5
Level of Service	A	C		A	D	C		D	F
Approach Delay (s)	7.2			5.1	40.0		87.4		
Approach LOS	A			A	D		F		

Intersection Summary			
HCM 2000 Control Delay	47.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	107.6%	ICU Level of Service	G
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

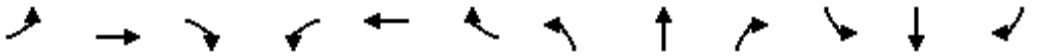


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	248	13	489	126	120	947	702	18	24	248	26	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.94				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3310				1681	1699	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3310				1011	1699	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	270	14	532	137	130	1029	763	20	26	270	28	14
RTOR Reduction (vph)	0	0	0	73	0	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	284	532	64	130	1812	0	0	0	158	166	3
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	48.7	48.7	13.0	54.7				7.0	7.0	20.0
Effective Green, g (s)		8.0	48.7	48.7	13.0	54.7				7.0	7.0	20.0
Actuated g/C Ratio		0.08	0.46	0.46	0.12	0.52				0.07	0.07	0.19
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1641	734	219	1724				67	113	301
v/s Ratio Prot			0.15		0.07	c0.55					0.10	0.00
v/s Ratio Perm		c0.30		0.04						c0.16		0.00
v/c Ratio		4.06	0.32	0.09	0.59	1.05				2.36	1.47	0.01
Uniform Delay, d1		48.5	17.8	15.7	43.5	25.1				49.0	49.0	34.5
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		1409.0	0.5	0.2	4.3	36.4				654.7	252.7	0.0
Delay (s)		1457.5	18.3	16.0	47.8	61.6				703.7	301.7	34.5
Level of Service		F	B	B	D	E				F	F	C
Approach Delay (s)			446.9			60.6					478.6	
Approach LOS			F			E					F	

Intersection Summary			
HCM 2000 Control Delay	203.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.41		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

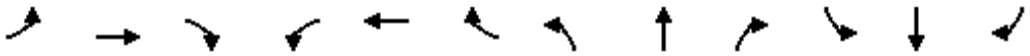
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	76	127	16	54
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3351		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3351		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	83	138	17	59
RTOR Reduction (vph)	0	38	0	0
Lane Group Flow (vph)	83	176	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	10.3	10.3		
Effective Green, g (s)	10.3	10.3		
Actuated g/C Ratio	0.10	0.10		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	173	328		
v/s Ratio Prot	0.05	c0.05		
v/s Ratio Perm				
v/c Ratio	0.48	0.54		
Uniform Delay, d1	44.8	45.1		
Progression Factor	1.00	1.00		
Incremental Delay, d2	2.1	1.7		
Delay (s)	46.9	46.8		
Level of Service	D	D		
Approach Delay (s)		46.8		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	625	272	77	1580	0	0	0	0	550	4	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.90	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1570	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.98	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1570	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	679	296	84	1717	0	0	0	0	598	4	275
RTOR Reduction (vph)	0	0	148	0	0	0	0	0	0	0	22	0
Lane Group Flow (vph)	0	679	148	84	1717	0	0	0	0	454	401	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		45.6	45.6	8.4	58.0					23.0	23.0	
Effective Green, g (s)		45.6	45.6	8.4	58.0					23.0	23.0	
Actuated g/C Ratio		0.50	0.50	0.09	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1775	794	163	2258					425	397	
v/s Ratio Prot		0.19		0.05	c0.49							
v/s Ratio Perm			0.09							c0.27	0.26	
v/c Ratio		0.38	0.19	0.52	0.76					1.07	1.01	
Uniform Delay, d1		14.0	12.5	39.3	11.6					34.0	34.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.6	0.5	2.7	1.6					63.0	47.9	
Delay (s)		14.6	13.0	42.0	13.1					97.0	81.9	
Level of Service		B	B	D	B					F	F	
Approach Delay (s)		14.1			14.5			0.0			89.7	
Approach LOS		B			B			A			F	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	112.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	1052	0	0	1194	847	489	0	161	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.13	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	234	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	155	1143	0	0	1298	921	532	0	175	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	424	0	0	139	0	0	0
Lane Group Flow (vph)	155	1143	0	0	1298	497	532	0	36	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	48.6	48.6			48.6	48.6	18.5		18.5			
Effective Green, g (s)	48.6	48.6			48.6	48.6	18.5		18.5			
Actuated g/C Ratio	0.54	0.54			0.54	0.54	0.21		0.21			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	126	1911			1911	854	705		325			
v/s Ratio Prot		0.32			0.37		c0.15					
v/s Ratio Perm	c0.66					0.31			0.02			
v/c Ratio	1.23	0.60			0.68	0.58	0.75		0.11			
Uniform Delay, d1	20.7	14.1			15.0	13.9	33.6		29.1			
Progression Factor	1.00	1.00			0.56	2.62	1.00		1.00			
Incremental Delay, d2	154.7	1.4			1.9	2.8	4.6		0.2			
Delay (s)	175.4	15.5			10.3	39.2	38.2		29.2			
Level of Service	F	B			B	D	D		C			
Approach Delay (s)		34.6			22.3			36.0			0.0	
Approach LOS		C			C			D			A	

Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	183	1158	65	236	1382	67	75	1265	166	148	1514	321
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	199	1259	71	257	1502	73	82	1375	180	161	1646	349
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1090	61	196	1203	58	106	2492	887	171	2064	434
Arrive On Green	0.04	0.32	0.32	0.07	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1774	3407	192	1774	3436	166	215	5085	1583	331	4212	885
Grp Volume(v), veh/h	199	653	677	257	771	804	82	1375	180	161	1322	673
Grp Sat Flow(s),veh/h/ln	1774	1770	1829	1774	1770	1833	215	1695	1583	331	1695	1707
Q Serve(g_s), s	4.0	32.0	32.0	7.0	35.0	35.0	15.8	18.9	5.6	30.1	32.6	33.2
Cycle Q Clear(g_c), s	4.0	32.0	32.0	7.0	35.0	35.0	49.0	18.9	5.6	49.0	32.6	33.2
Prop In Lane	1.00		0.10	1.00		0.09	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	143	566	585	196	619	642	106	2492	887	171	1661	836
V/C Ratio(X)	1.39	1.15	1.16	1.31	1.25	1.25	0.77	0.55	0.20	0.94	0.80	0.80
Avail Cap(c_a), veh/h	143	566	585	196	619	642	106	2492	887	171	1661	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	34.0	34.0	26.9	32.5	32.5	46.7	17.8	10.9	40.7	21.3	21.5
Incr Delay (d2), s/veh	187.0	74.7	75.7	161.0	119.0	122.0	41.3	0.9	0.5	54.2	4.0	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.4	49.2	51.1	15.8	67.5	70.9	6.2	13.9	4.6	11.4	22.5	24.2
LnGrp Delay(d),s/veh	220.1	108.7	109.7	187.9	151.5	154.5	88.0	18.7	11.4	94.9	25.4	29.6
LnGrp LOS	F	F	F	F	F	F	F	B	B	F	C	C
Approach Vol, veh/h		1529			1832			1637			2156	
Approach Delay, s/veh		123.6			157.9			21.4			31.9	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		53.0	11.0	36.0		53.0	8.0	39.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		49.0	7.0	32.0		49.0	4.0	35.0
Max Q Clear Time (g_c+I1), s		51.0	9.0	34.0		51.0	6.0	37.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	81.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	1398	34	133	1619	50	28	64	23	56	95	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	38	1520	37	145	1760	54	30	70	25	61	103	77
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	2492	61	284	2474	76	104	224	71	115	171	113
Arrive On Green	0.94	0.94	0.94	1.00	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	257	3531	86	330	3506	107	275	1043	329	324	797	526
Grp Volume(v), veh/h	38	761	796	145	885	929	125	0	0	241	0	0
Grp Sat Flow(s),veh/h/ln	257	1770	1848	330	1770	1844	1647	0	0	1647	0	0
Q Serve(g_s), s	1.1	6.2	6.2	10.3	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0
Cycle Q Clear(g_c), s	1.1	6.2	6.2	16.5	0.0	0.0	5.9	0.0	0.0	13.2	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.06	0.24		0.20	0.25		0.32
Lane Grp Cap(c), veh/h	253	1249	1304	284	1249	1301	398	0	0	398	0	0
V/C Ratio(X)	0.15	0.61	0.61	0.51	0.71	0.71	0.31	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	265	1327	1386	299	1327	1383	398	0	0	398	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.32	0.32	0.32	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.9	1.1	1.1	0.7	0.0	0.0	33.2	0.0	0.0	35.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.4	0.5	0.5	2.1	0.0	0.0	6.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.4	3.5	1.6	0.3	0.3	5.7	0.0	0.0	11.1	0.0	0.0
LnGrp Delay(d),s/veh	1.0	1.2	1.2	1.2	0.5	0.5	35.2	0.0	0.0	42.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1595			1959			125			241	
Approach Delay, s/veh		1.2			0.6			35.2			42.6	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.4		74.6		25.4		74.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		17.0		75.0		17.0		75.0
Max Q Clear Time (g_c+I1), s		7.9		8.2		15.2		18.5
Green Ext Time (p_c), s		1.5		60.7		0.4		52.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	1111	18	23	1966	21	25	105	26	47	142	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	35	1208	20	25	2137	23	27	114	28	51	154	99
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	2179	36	349	2194	24	98	385	88	103	286	167
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	183	3563	59	452	3587	39	182	1248	284	198	927	543
Grp Volume(v), veh/h	35	600	628	25	1052	1108	169	0	0	304	0	0
Grp Sat Flow(s),veh/h/ln	183	1770	1852	452	1770	1856	1714	0	0	1668	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	15.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	0.16		0.17	0.17		0.33
Lane Grp Cap(c), veh/h	184	1082	1133	349	1082	1135	570	0	0	556	0	0
V/C Ratio(X)	0.19	0.55	0.55	0.07	0.97	0.98	0.30	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	197	1203	1260	379	1203	1262	570	0	0	556	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.19	0.19	0.19	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	26.4	0.0	0.0	29.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.3	0.3	0.0	6.1	6.3	1.3	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.2	0.0	2.8	3.0	6.8	0.0	0.0	12.1	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.3	0.3	0.0	6.1	6.3	27.7	0.0	0.0	32.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		1263			2185			169			304	
Approach Delay, s/veh		0.3			6.1			27.7			32.8	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		34.8		65.2		34.8		65.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s		9.1		2.0		17.0		2.0
Green Ext Time (p_c), s		2.6		59.2		1.7		59.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	86	1070	47	66	1724	43	26	446	17	43	802	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	93	1163	51	72	1874	47	28	485	18	47	872	272
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	1928	85	328	1970	49	41	836	38	68	853	275
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	232	3454	151	458	3529	88	3	2311	106	82	2359	759
Grp Volume(v), veh/h	93	596	618	72	936	985	247	0	284	632	0	559
Grp Sat Flow(s),veh/h/ln	232	1770	1836	458	1770	1847	745	0	1676	1639	0	1561
Q Serve(g_s), s	8.5	0.0	0.0	0.0	0.0	0.0	0.8	0.0	13.0	23.1	0.0	35.6
Cycle Q Clear(g_c), s	11.9	0.0	0.0	0.0	0.0	0.0	36.2	0.0	13.0	36.2	0.0	35.6
Prop In Lane	1.00		0.08	1.00		0.05	0.11		0.06	0.07		0.49
Lane Grp Cap(c), veh/h	194	988	1025	328	988	1031	309	0	606	631	0	565
V/C Ratio(X)	0.48	0.60	0.60	0.22	0.95	0.96	0.80	0.00	0.47	1.00	0.00	0.99
Avail Cap(c_a), veh/h	196	1009	1047	333	1009	1053	309	0	606	631	0	565
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	27.2	0.0	24.5	33.2	0.0	31.7
Incr Delay (d2), s/veh	1.6	0.8	0.8	0.0	2.4	2.7	19.0	0.0	2.6	35.9	0.0	35.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.4	0.4	0.0	1.1	1.2	11.0	0.0	10.6	42.6	0.0	28.5
LnGrp Delay(d),s/veh	1.9	0.8	0.8	0.0	2.4	2.7	46.3	0.0	27.1	69.1	0.0	67.4
LnGrp LOS	A	A	A	A	A	A	D		C	F		E
Approach Vol, veh/h		1307			1993			531			1191	
Approach Delay, s/veh		0.9			2.4			36.0			68.3	
Approach LOS		A			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.4		58.6		41.4		58.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		35.0		57.0		35.0		57.0
Max Q Clear Time (g_c+I1), s		38.2		13.9		38.2		2.0
Green Ext Time (p_c), s		0.0		39.4		0.0		49.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	1060	71	146	1684	68	89	1115	100	70	1305	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	82	1152	77	159	1830	74	97	1212	109	76	1418	167
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	1785	119	311	1838	74	72	1380	617	102	1245	146
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	236	3368	225	452	3468	139	321	3539	1583	414	3193	373
Grp Volume(v), veh/h	82	605	624	159	928	976	97	1212	109	76	781	804
Grp Sat Flow(s),veh/h/ln	236	1770	1823	452	1770	1838	321	1770	1583	414	1770	1797
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	52.7	0.0	31.8	4.5	7.2	39.0	39.0
Cycle Q Clear(g_c), s	53.0	0.0	0.0	0.0	0.0	52.7	39.0	31.8	4.5	39.0	39.0	39.0
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	73	938	966	311	938	974	72	1380	617	102	690	701
V/C Ratio(X)	1.13	0.64	0.65	0.51	0.99	1.00	1.35	0.88	0.18	0.75	1.13	1.15
Avail Cap(c_a), veh/h	73	938	966	311	938	974	72	1380	617	102	690	701
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	0.0	0.0	0.0	50.0	28.3	20.0	48.6	30.5	30.5
Incr Delay (d2), s/veh	130.7	1.2	1.1	0.4	14.2	16.7	223.9	8.2	0.6	38.7	76.5	82.5
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	0.5	0.6	0.1	5.5	8.1	11.6	23.8	3.7	5.7	60.6	63.6
LnGrp Delay(d),s/veh	157.3	1.2	1.1	0.4	14.2	16.7	273.9	36.5	20.6	87.3	107.0	113.0
LnGrp LOS	F	A	A	A	B	F	F	D	C	F	F	F
Approach Vol, veh/h		1311			2063			1418			1661	
Approach Delay, s/veh		10.9			14.3			51.5			109.0	
Approach LOS		B			B			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.0		57.0		43.0		57.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		53.0		39.0		53.0
Max Q Clear Time (g_c+I1), s		41.0		55.0		41.0		54.7
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	1137	34	205	1812	39	29	271	58	81	506	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	74	1236	37	223	1970	42	32	295	63	88	550	53
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	2211	66	345	2233	47	72	432	92	189	485	47
Arrive On Green	1.00	1.00	1.00	0.84	0.84	0.84	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	212	3509	105	433	3544	75	813	1489	318	1019	1673	161
Grp Volume(v), veh/h	74	623	650	223	980	1032	32	0	358	88	0	603
Grp Sat Flow(s),veh/h/ln	212	1770	1844	433	1770	1849	813	0	1807	1019	0	1834
Q Serve(g_s), s	27.9	0.0	0.0	26.5	34.1	35.1	0.0	0.0	17.5	8.4	0.0	29.0
Cycle Q Clear(g_c), s	63.0	0.0	0.0	26.5	34.1	35.1	29.0	0.0	17.5	25.9	0.0	29.0
Prop In Lane	1.00		0.06	1.00		0.04	1.00		0.18	1.00		0.09
Lane Grp Cap(c), veh/h	131	1115	1162	345	1115	1165	72	0	524	189	0	532
V/C Ratio(X)	0.56	0.56	0.56	0.65	0.88	0.89	0.44	0.00	0.68	0.47	0.00	1.13
Avail Cap(c_a), veh/h	131	1115	1162	345	1115	1165	72	0	524	189	0	532
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	0.0	5.1	5.8	5.8	50.0	0.0	31.4	42.9	0.0	35.5
Incr Delay (d2), s/veh	4.0	0.5	0.4	0.4	0.8	0.9	18.6	0.0	7.1	8.1	0.0	81.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.3	0.3	3.9	17.9	19.2	2.3	0.0	14.9	5.0	0.0	48.0
LnGrp Delay(d),s/veh	24.3	0.5	0.4	5.5	6.6	6.7	68.6	0.0	38.5	51.0	0.0	116.8
LnGrp LOS	C	A	A	A	A	A	E		D	D		F
Approach Vol, veh/h		1347			2235			390			691	
Approach Delay, s/veh		1.8			6.5			41.0			108.4	
Approach LOS		A			A			D			F	

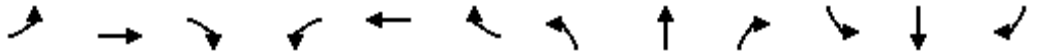
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		67.0		33.0		67.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		29.0		63.0		29.0		63.0
Max Q Clear Time (g_c+I1), s		31.0		65.0		31.0		37.1
Green Ext Time (p_c), s		0.0		0.0		0.0		25.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	86	1213	3	8	1820	78	9	5	3	165	17	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	93	1318	3	9	1978	85	10	5	3	179	18	173
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2029	5	304	1937	83	176	88	53	249	21	204
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	202	3623	8	414	3459	148	979	489	294	1774	151	1455
Grp Volume(v), veh/h	93	644	677	9	1005	1058	18	0	0	179	0	191
Grp Sat Flow(s),veh/h/ln	202	1770	1861	414	1770	1837	1762	0	0	1774	0	1606
Q Serve(g_s), s	0.0	0.0	0.0	1.0	56.0	56.0	0.8	0.0	0.0	9.6	0.0	11.6
Cycle Q Clear(g_c), s	56.0	0.0	0.0	1.0	56.0	56.0	0.8	0.0	0.0	9.6	0.0	11.6
Prop In Lane	1.00		0.00	1.00		0.08	0.56		0.17	1.00		0.91
Lane Grp Cap(c), veh/h	72	991	1042	304	991	1029	317	0	0	249	0	225
V/C Ratio(X)	1.29	0.65	0.65	0.03	1.01	1.03	0.06	0.00	0.00	0.72	0.00	0.85
Avail Cap(c_a), veh/h	72	991	1042	304	991	1029	317	0	0	284	0	257
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.14	0.14	0.14	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	9.9	22.0	22.0	34.0	0.0	0.0	41.1	0.0	41.9
Incr Delay (d2), s/veh	191.6	1.2	1.1	0.0	14.6	19.0	0.3	0.0	0.0	7.4	0.0	20.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.4	0.6	0.6	0.2	55.4	59.6	0.8	0.0	0.0	9.0	0.0	10.6
LnGrp Delay(d),s/veh	219.6	1.2	1.1	9.9	36.6	41.0	34.3	0.0	0.0	48.5	0.0	62.4
LnGrp LOS	F	A	A	A	F	F	C			D		E
Approach Vol, veh/h		1414			2072			18			370	
Approach Delay, s/veh		15.5			38.7			34.3			55.7	
Approach LOS		B			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.0		60.0		18.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		2.8		58.0		13.6		58.0
Green Ext Time (p_c), s		0.0		0.0		0.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	1134	149	78	1748	30	0	309	109	0	484	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	45	1233	162	85	1900	33	0	336	118	0	526	118
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	84	1763	231	178	1993	35	0	475	167	0	531	119
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	229	3148	412	385	3560	62	0	1318	463	0	1474	331
Grp Volume(v), veh/h	45	691	704	85	942	991	0	0	454	0	0	644
Grp Sat Flow(s),veh/h/ln	229	1770	1790	385	1770	1852	0	0	1781	0	0	1804
Q Serve(g_s), s	5.3	28.2	28.5	20.5	50.1	50.7	0.0	0.0	21.9	0.0	0.0	35.5
Cycle Q Clear(g_c), s	56.0	28.2	28.5	49.0	50.1	50.7	0.0	0.0	21.9	0.0	0.0	35.5
Prop In Lane	1.00		0.23	1.00		0.03	0.00		0.26	0.00		0.18
Lane Grp Cap(c), veh/h	84	991	1002	178	991	1037	0	0	641	0	0	650
V/C Ratio(X)	0.53	0.70	0.70	0.48	0.95	0.96	0.00	0.00	0.71	0.00	0.00	0.99
Avail Cap(c_a), veh/h	84	991	1002	178	991	1037	0	0	641	0	0	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.49	0.49	0.49	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.3	15.9	16.0	33.7	20.7	20.8	0.0	0.0	27.5	0.0	0.0	31.8
Incr Delay (d2), s/veh	4.6	1.5	1.6	1.0	10.6	11.0	0.0	0.0	6.5	0.0	0.0	33.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	19.2	19.6	3.9	33.0	34.9	0.0	0.0	17.5	0.0	0.0	31.5
LnGrp Delay(d),s/veh	53.9	17.4	17.5	34.7	31.3	31.8	0.0	0.0	34.0	0.0	0.0	65.1
LnGrp LOS	D	B	B	C	C	C			C			E
Approach Vol, veh/h		1440			2018			454			644	
Approach Delay, s/veh		18.6			31.7			34.0			65.1	
Approach LOS		B			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		23.9		58.0		37.5		52.7
Green Ext Time (p_c), s		5.8		0.0		0.0		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	32.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	42	1086	70	79	1425	13	0	835	69	0	870	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	46	1180	76	86	1549	14	0	908	75	0	946	114
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	169	1882	121	212	2003	18	0	1201	99	0	1154	139
Arrive On Green	0.56	0.56	0.56	0.74	0.74	0.74	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	328	3377	217	440	3594	32	0	3404	273	0	3275	383
Grp Volume(v), veh/h	46	618	638	86	762	801	0	485	498	0	526	534
Grp Sat Flow(s),veh/h/ln	328	1770	1824	440	1770	1857	0	1770	1814	0	1770	1795
Q Serve(g_s), s	11.5	23.8	23.8	15.2	26.1	26.2	0.0	24.1	24.1	0.0	27.0	27.0
Cycle Q Clear(g_c), s	37.7	23.8	23.8	39.0	26.1	26.2	0.0	24.1	24.1	0.0	27.0	27.0
Prop In Lane	1.00		0.12	1.00		0.02	0.00		0.15	0.00		0.21
Lane Grp Cap(c), veh/h	169	986	1017	212	986	1035	0	642	658	0	642	651
V/C Ratio(X)	0.27	0.63	0.63	0.40	0.77	0.77	0.00	0.76	0.76	0.00	0.82	0.82
Avail Cap(c_a), veh/h	173	1009	1040	218	1009	1058	0	642	658	0	642	651
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	15.1	15.1	20.0	9.1	9.1	0.0	28.0	28.0	0.0	28.9	28.9
Incr Delay (d2), s/veh	0.5	0.8	0.7	0.1	0.3	0.3	0.0	8.1	7.9	0.0	11.2	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	16.2	16.6	2.5	14.3	14.9	0.0	19.1	19.5	0.0	21.5	21.8
LnGrp Delay(d),s/veh	29.4	15.8	15.8	20.2	9.5	9.4	0.0	36.1	35.9	0.0	40.1	40.0
LnGrp LOS	C	B	B	C	A	A		D	D		D	D
Approach Vol, veh/h		1302			1649			983			1060	
Approach Delay, s/veh		16.3			10.0			36.0			40.0	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.3		59.7		40.3		59.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		35.0		57.0		35.0		57.0
Max Q Clear Time (g_c+I1), s		26.1		39.7		29.0		41.0
Green Ext Time (p_c), s		7.1		15.9		5.0		14.7

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	111	1067	70	99	1401	38	98	883	130	110	1038	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	121	1160	76	108	1523	41	107	960	141	120	1128	145
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1405	629	212	1444	39	143	1203	622	209	1105	142
Arrive On Green	0.04	0.40	0.40	0.05	0.41	0.41	0.04	0.34	0.34	0.05	0.35	0.35
Sat Flow, veh/h	1774	3539	1583	1774	3521	95	1774	3539	1583	1774	3156	405
Grp Volume(v), veh/h	121	1160	76	108	764	800	107	960	141	120	631	642
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1846	1774	1770	1583	1774	1770	1791
Q Serve(g_s), s	4.0	29.4	3.0	3.6	41.0	41.0	4.0	24.6	5.9	4.4	35.0	35.0
Cycle Q Clear(g_c), s	4.0	29.4	3.0	3.6	41.0	41.0	4.0	24.6	5.9	4.4	35.0	35.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	143	1405	629	212	726	757	143	1203	622	209	619	627
V/C Ratio(X)	0.85	0.83	0.12	0.51	1.05	1.06	0.75	0.80	0.23	0.57	1.02	1.02
Avail Cap(c_a), veh/h	143	1405	629	225	726	757	143	1203	622	209	619	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	27.0	19.1	21.8	29.5	29.5	26.2	29.9	20.2	23.9	32.5	32.5
Incr Delay (d2), s/veh	27.0	3.0	0.1	1.2	42.0	42.7	19.4	5.6	0.8	3.8	41.2	42.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	20.3	2.4	3.3	51.2	53.6	4.8	18.8	4.9	4.2	43.4	44.2
LnGrp Delay(d),s/veh	52.5	30.1	19.2	23.0	71.5	72.2	45.6	35.4	21.1	27.7	73.7	74.5
LnGrp LOS	D	C	B	C	F	F	D	D	C	C	F	F
Approach Vol, veh/h		1357			1672			1208			1393	
Approach Delay, s/veh		31.4			68.7			34.7			70.1	
Approach LOS		C			E			C			E	

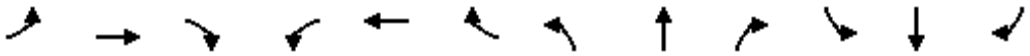
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	38.0	9.3	43.7	8.0	39.0	8.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	34.0	6.0	39.0	4.0	35.0	4.0	41.0
Max Q Clear Time (g_c+I1), s	6.4	26.6	5.6	31.4	6.0	37.0	6.0	43.0
Green Ext Time (p_c), s	0.0	6.5	0.0	7.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	828	615	63	1529	45	0	0	0	99	25	11
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	7	900	668	68	1662	49				108	27	12
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	40	1965	908	259	2012	59				452	113	50
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.35	0.35	0.35
Sat Flow, veh/h	7	3428	1583	326	3511	103				1302	325	145
Grp Volume(v), veh/h	484	423	668	68	835	876				147	0	0
Grp Sat Flow(s),veh/h/ln	1825	1610	1583	326	1770	1845				1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				5.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				5.9	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.06				0.73		0.08
Lane Grp Cap(c), veh/h	1083	923	908	259	1014	1057				615	0	0
V/C Ratio(X)	0.45	0.46	0.74	0.26	0.82	0.83				0.24	0.00	0.00
Avail Cap(c_a), veh/h	1353	1176	1156	310	1292	1347				615	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.57	0.57	0.57				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				23.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	1.0	0.3	2.1	2.1				0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.1	0.5	0.0	1.0	1.1				5.5	0.0	0.0
LnGrp Delay(d),s/veh	0.2	0.2	1.0	0.3	2.1	2.1				24.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				C		
Approach Vol, veh/h		1575			1779						147	
Approach Delay, s/veh		0.5			2.0						24.2	
Approach LOS		A			A						C	

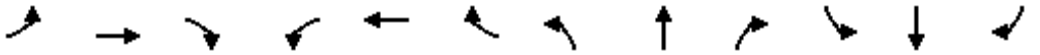
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				61.3		38.7		61.3
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				73.0		19.0		73.0
Max Q Clear Time (g_c+I1), s				2.0		7.9		2.0
Green Ext Time (p_c), s				55.3		0.5		55.3

Intersection Summary	
HCM 2010 Ctrl Delay	2.3
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	895	0	0	939	39	738	35	50	21	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.96			0.99	
Satd. Flow (prot)	1770	3539			3518		1681	1671			1654	
Flt Permitted	0.11	1.00			1.00		0.73	0.72			0.87	
Satd. Flow (perm)	199	3539			3518		1285	1256			1456	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	973	0	0	1021	42	802	38	54	23	0	68
RTOR Reduction (vph)	0	0	0	0	3	0	0	5	0	0	17	0
Lane Group Flow (vph)	11	973	0	0	1060	0	449	440	0	0	74	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	37.5	37.5			37.5		54.5	54.5			54.5	
Effective Green, g (s)	37.5	37.5			37.5		54.5	54.5			54.5	
Actuated g/C Ratio	0.38	0.38			0.38		0.54	0.54			0.54	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	74	1327			1319		700	684			793	
v/s Ratio Prot		0.27			c0.30							
v/s Ratio Perm	0.06						0.35	c0.35			0.05	
v/c Ratio	0.15	0.73			0.80		0.64	0.64			0.09	
Uniform Delay, d1	20.7	26.9			28.0		15.9	15.9			10.9	
Progression Factor	0.94	0.78			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.9	2.0			3.6		4.5	4.6			0.2	
Delay (s)	20.3	23.0			31.6		20.4	20.6			11.1	
Level of Service	C	C			C		C	C			B	
Approach Delay (s)		23.0			31.6			20.5			11.1	
Approach LOS		C			C			C			B	

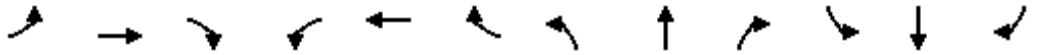
Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	292	4	241	11	3	6	71	2545	5	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	317	4	262	12	3	7	77	2766	5			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	119	0	712	108	16	712	56	2130	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	0	1583	0	34	1583	134	5113	1583			
Grp Volume(v), veh/h	321	0	262	15	0	7	1070	1773	5			
Grp Sat Flow(s),veh/h/ln	0	0	1583	34	0	1583	1856	1695	1583			
Q Serve(g_s), s	0.0	0.0	6.5	0.0	0.0	0.1	25.0	25.0	0.1			
Cycle Q Clear(g_c), s	27.0	0.0	6.5	27.0	0.0	0.1	25.0	25.0	0.1			
Prop In Lane	0.99		1.00	0.80		1.00	0.07		1.00			
Lane Grp Cap(c), veh/h	119	0	712	124	0	712	773	1413	660			
V/C Ratio(X)	2.69	0.00	0.37	0.12	0.00	0.01	1.38	1.26	0.01			
Avail Cap(c_a), veh/h	119	0	712	124	0	712	773	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	10.9	15.0	0.0	9.1	17.5	17.5	10.2			
Incr Delay (d2), s/veh	784.6	0.0	0.3	0.4	0.0	0.0	180.7	120.7	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	50.3	0.0	5.2	0.3	0.0	0.1	92.7	63.5	0.1			
LnGrp Delay(d),s/veh	814.6	0.0	11.2	15.4	0.0	9.1	198.2	138.2	10.3			
LnGrp LOS	F		B	B		A	F	F	B			
Approach Vol, veh/h		583			22			2848				
Approach Delay, s/veh		453.5			13.4			160.5				
Approach LOS		F			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		27.0		29.0				29.0
Green Ext Time (p_c), s		0.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	209.1
HCM 2010 LOS	F



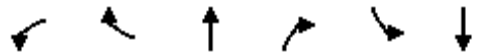
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	9	9	0	0	0	16	3060	127	163	3190	15
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	15	10	10				17	3326	138	177	3467	16
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	44	44	69				44	5241	220	109	4552	1417
Arrive On Green	0.02	0.02	0.02				0.90	0.90	0.90	0.90	0.90	0.90
Sat Flow, veh/h	1774	1770	2787				9	5856	246	49	5085	1583
Grp Volume(v), veh/h	15	10	10				941	1612	928	177	3467	16
Grp Sat Flow(s),veh/h/ln	1774	1770	1393				1542	1458	1652	49	1695	1583
Q Serve(g_s), s	0.8	0.6	0.4				0.0	13.0	13.4	76.1	22.5	0.1
Cycle Q Clear(g_c), s	0.8	0.6	0.4				10.7	13.0	13.4	89.5	22.5	0.1
Prop In Lane	1.00		1.00				0.02		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	44	44	69				1417	2610	1479	109	4552	1417
V/C Ratio(X)	0.34	0.23	0.14				0.66	0.62	0.63	1.62	0.76	0.01
Avail Cap(c_a), veh/h	834	832	1310				1417	2610	1479	109	4552	1417
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	47.8	47.7				1.1	1.2	1.3	37.0	1.7	0.6
Incr Delay (d2), s/veh	4.5	2.6	0.9				2.5	1.1	2.0	316.1	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.5	0.3				10.3	9.1	10.7	22.7	15.4	0.1
LnGrp Delay(d),s/veh	52.4	50.4	48.7				3.6	2.3	3.3	353.1	3.0	0.6
LnGrp LOS	D	D	D				A	A	A	F	A	A
Approach Vol, veh/h		35						3481			3660	
Approach Delay, s/veh		50.8						2.9			19.9	
Approach LOS		D						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		93.5		6.5		93.5		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		15.4		2.8		91.5		
Green Ext Time (p_c), s		0.6		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	273	0	0	2610	109	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	1863			3539	1769	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	1863			3539	1769	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	297	0	0	2837	118	4
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	297	0	0	2837	120	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	71.0			71.0	21.0	
Effective Green, g (s)	71.0			71.0	21.0	
Actuated g/C Ratio	0.71			0.71	0.21	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1322			2512	371	
v/s Ratio Prot	0.16			c0.80	c0.07	
v/s Ratio Perm						
v/c Ratio	0.22			1.13	0.32	
Uniform Delay, d1	5.0			14.5	33.5	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			63.9	2.3	
Delay (s)	5.1			78.4	35.8	
Level of Service	A			E	D	
Approach Delay (s)	5.1			78.4	35.8	
Approach LOS	A			E	D	

Intersection Summary			
HCM 2000 Control Delay	70.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	85	83	2353	0	0	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.93		1.00			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	3263		3539			3539
Flt Permitted	0.98		1.00			1.00
Satd. Flow (perm)	3263		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	90	2558	0	0	392
RTOR Reduction (vph)	4	0	0	0	0	0
Lane Group Flow (vph)	178	0	2558	0	0	392
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	10.8		81.2			81.2
Effective Green, g (s)	10.8		81.2			81.2
Actuated g/C Ratio	0.11		0.81			0.81
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	352		2873			2873
v/s Ratio Prot	c0.05		c0.72			0.11
v/s Ratio Perm						
v/c Ratio	0.51		0.89			0.14
Uniform Delay, d1	42.1		6.4			2.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.2		4.6			0.1
Delay (s)	43.2		11.0			2.1
Level of Service	D		B			A
Approach Delay (s)	43.2		11.0			2.1
Approach LOS	D		B			A

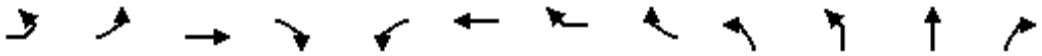
Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	674	83	0	691	515	422	0	306	997
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1760	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1760	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	733	90	0	751	560	459	0	333	1084
RTOR Reduction (vph)	0	0	0	0	10	245	0	0	0
Lane Group Flow (vph)	733	90	0	751	596	168	0	333	1084
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	312	267		281	1583
v/s Ratio Prot	0.21	0.06		0.21	c0.34				
v/s Ratio Perm						0.11		0.21	c0.68
v/c Ratio	0.28	0.32		0.29	1.91	0.63		1.19	0.68
Uniform Delay, d1	4.0	32.3		4.1	37.0	34.3		37.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	3.0		0.3	421.6	10.7		113.4	2.4
Delay (s)	4.3	35.2		4.3	458.6	45.0		150.4	2.4
Level of Service	A	D		A	F	D		F	A
Approach Delay (s)	7.7			4.3	291.0		37.2		
Approach LOS	A			A	F		D		

Intersection Summary			
HCM 2000 Control Delay	89.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

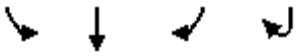


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	274	20	997	81	81	661	742	12	52	470	46	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.92				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3256				1681	1698	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3256				1011	1698	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	298	22	1084	88	88	718	807	13	57	511	50	128
RTOR Reduction (vph)	0	0	0	44	0	0	0	0	0	0	0	107
Lane Group Flow (vph)	0	320	1084	44	88	1538	0	0	0	307	311	21
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	52.8	52.8	10.5	56.3				7.0	7.0	17.5
Effective Green, g (s)		8.0	52.8	52.8	10.5	56.3				7.0	7.0	17.5
Actuated g/C Ratio		0.08	0.50	0.50	0.10	0.54				0.07	0.07	0.17
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1779	796	177	1745				67	113	263
v/s Ratio Prot			0.31		0.05	c0.47					0.18	0.01
v/s Ratio Perm		c0.34		0.03						c0.30		0.01
v/c Ratio		4.57	0.61	0.06	0.50	0.97dr				4.58	2.75	0.08
Uniform Delay, d1		48.5	18.7	13.3	44.7	21.4				49.0	49.0	37.0
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		1639.4	1.6	0.1	2.2	6.8				1645.6	812.8	0.1
Delay (s)		1687.9	20.3	13.5	46.9	28.2				1694.6	861.8	37.1
Level of Service		F	C	B	D	C				F	F	D
Approach Delay (s)			377.5			29.2					1063.0	
Approach LOS			F			C					F	

Intersection Summary			
HCM 2000 Control Delay	348.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.53		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	100.3%	ICU Level of Service	G
Analysis Period (min)	15		

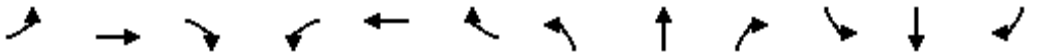
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



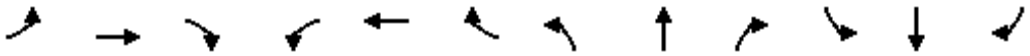
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	50	82	10	31
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3361		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3361		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	89	11	34
RTOR Reduction (vph)	0	31	0	0
Lane Group Flow (vph)	54	103	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	8.7	8.7		
Effective Green, g (s)	8.7	8.7		
Actuated g/C Ratio	0.08	0.08		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	146	278		
v/s Ratio Prot	0.03	c0.03		
v/s Ratio Perm				
v/c Ratio	0.37	0.37		
Uniform Delay, d1	45.6	45.6		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.6	0.8		
Delay (s)	47.1	46.4		
Level of Service	D	D		
Approach Delay (s)		46.6		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1193	403	64	1266	0	0	0	0	580	14	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.95	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1624	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1624	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1297	438	70	1376	0	0	0	0	630	15	140
RTOR Reduction (vph)	0	0	215	0	0	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	1297	223	70	1376	0	0	0	0	403	359	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		46.3	46.3	7.8	58.1					22.9	22.9	
Effective Green, g (s)		46.3	46.3	7.8	58.1					22.9	22.9	
Actuated g/C Ratio		0.51	0.51	0.09	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1802	806	151	2262					423	409	
v/s Ratio Prot		c0.37		0.04	c0.39							
v/s Ratio Perm			0.14							c0.24	0.22	
v/c Ratio		0.72	0.28	0.46	0.61					0.95	0.88	
Uniform Delay, d1		17.3	12.7	39.6	9.7					33.5	32.7	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		2.5	0.9	2.2	0.5					31.7	18.6	
Delay (s)		19.8	13.6	41.8	10.2					65.2	51.3	
Level of Service		B	B	D	B					E	D	
Approach Delay (s)		18.2			11.7			0.0			58.4	
Approach LOS		B			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	106.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	1635	0	0	831	596	375	0	151	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.27	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	509	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	208	1777	0	0	903	648	408	0	164	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	255	0	0	135	0	0	0
Lane Group Flow (vph)	208	1777	0	0	903	393	408	0	29	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	54.6	54.6			54.6	54.6	16.0		16.0			
Effective Green, g (s)	54.6	54.6			54.6	54.6	16.0		16.0			
Actuated g/C Ratio	0.61	0.61			0.61	0.61	0.18		0.18			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	308	2146			2146	960	610		281			
v/s Ratio Prot		c0.50			0.26		c0.12					
v/s Ratio Perm	0.41					0.25			0.02			
v/c Ratio	0.68	0.83			0.42	0.41	0.67		0.10			
Uniform Delay, d1	11.8	14.0			9.3	9.3	34.5		31.0			
Progression Factor	1.00	1.00			0.48	1.00	1.00		1.00			
Incremental Delay, d2	11.3	3.8			0.6	1.3	2.8		0.2			
Delay (s)	23.1	17.8			5.1	10.5	37.3		31.2			
Level of Service	C	B			A	B	D		C			
Approach Delay (s)		18.4			7.3			35.5			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	284	1580	79	201	1339	139	97	1153	257	117	1348	236
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	309	1717	86	218	1455	151	105	1253	279	127	1465	257
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1201	60	161	1069	110	133	2441	839	177	2091	366
Arrive On Green	0.07	0.35	0.35	0.05	0.33	0.33	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1774	3431	171	1774	3240	334	281	5085	1583	338	4356	763
Grp Volume(v), veh/h	309	880	923	218	790	816	105	1253	279	127	1140	582
Grp Sat Flow(s),veh/h/ln	1774	1770	1833	1774	1770	1804	281	1695	1583	338	1695	1728
Q Serve(g_s), s	7.0	35.0	35.0	5.0	33.0	33.0	21.6	17.0	10.1	31.0	26.3	26.4
Cycle Q Clear(g_c), s	7.0	35.0	35.0	5.0	33.0	33.0	48.0	17.0	10.1	48.0	26.3	26.4
Prop In Lane	1.00		0.09	1.00		0.19	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	196	619	641	161	584	595	133	2441	839	177	1627	830
V/C Ratio(X)	1.58	1.42	1.44	1.36	1.35	1.37	0.79	0.51	0.33	0.72	0.70	0.70
Avail Cap(c_a), veh/h	196	619	641	161	584	595	133	2441	839	177	1627	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	32.5	32.5	30.4	33.5	33.5	43.8	17.9	13.4	37.2	20.4	20.4
Incr Delay (d2), s/veh	261.0	190.5	198.1	185.6	166.4	174.2	36.9	0.8	1.1	22.1	2.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.2	86.2	91.5	18.5	77.5	81.3	7.6	12.7	8.1	8.1	18.6	19.6
LnGrp Delay(d),s/veh	287.9	223.0	230.6	216.0	199.9	207.7	80.7	18.7	14.5	59.3	22.9	25.3
LnGrp LOS	F	F	F	F	F	F	F	B	B	E	C	C
Approach Vol, veh/h		2112			1824			1637			1849	
Approach Delay, s/veh		235.8			205.3			22.0			26.2	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		52.0	9.0	39.0		52.0	11.0	37.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		48.0	5.0	35.0		48.0	7.0	33.0
Max Q Clear Time (g_c+I1), s		50.0	7.0	37.0		50.0	9.0	35.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	128.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	1774	55	108	1527	91	41	161	96	58	96	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	91	1928	60	117	1660	99	45	175	104	63	104	61
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	2593	80	163	2513	149	69	167	92	92	119	61
Arrive On Green	0.74	0.74	0.74	1.00	1.00	1.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	271	3505	109	217	3396	201	158	926	512	257	664	336
Grp Volume(v), veh/h	91	969	1019	117	860	899	324	0	0	228	0	0
Grp Sat Flow(s),veh/h/ln	271	1770	1844	217	1770	1827	1596	0	0	1258	0	0
Q Serve(g_s), s	13.1	31.4	32.2	41.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.1	31.4	32.2	74.0	0.0	0.0	18.0	0.0	0.0	18.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.11	0.14		0.32	0.28		0.27
Lane Grp Cap(c), veh/h	273	1310	1364	163	1310	1352	328	0	0	272	0	0
V/C Ratio(X)	0.33	0.74	0.75	0.72	0.66	0.66	0.99	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	273	1310	1364	163	1310	1352	328	0	0	272	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.58	0.58	0.58	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	7.5	7.6	20.8	0.0	0.0	41.8	0.0	0.0	40.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	8.6	0.7	0.7	46.5	0.0	0.0	25.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	17.1	17.9	6.0	0.5	0.5	19.1	0.0	0.0	12.9	0.0	0.0
LnGrp Delay(d),s/veh	5.2	7.7	7.8	29.4	0.7	0.7	88.3	0.0	0.0	65.7	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	F			E		
Approach Vol, veh/h		2079			1876			324			228	
Approach Delay, s/veh		7.6			2.5			88.3			65.7	
Approach LOS		A			A			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.0		78.0		22.0		78.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		18.0		74.0		18.0		74.0
Max Q Clear Time (g_c+I1), s		20.0		34.2		20.0		76.0
Green Ext Time (p_c), s		0.0		39.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	1828	36	20	1596	48	18	201	20	46	201	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	79	1987	39	22	1735	52	20	218	22	50	218	78
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	2297	45	207	2271	68	58	430	42	89	314	105
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	264	3551	69	209	3509	105	71	1576	152	176	1149	386
Grp Volume(v), veh/h	79	987	1039	22	872	915	260	0	0	346	0	0
Grp Sat Flow(s),veh/h/ln	264	1770	1850	209	1770	1844	1799	0	0	1711	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	18.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.06	0.08		0.08	0.14		0.23
Lane Grp Cap(c), veh/h	243	1145	1197	207	1145	1193	530	0	0	508	0	0
V/C Ratio(X)	0.33	0.86	0.87	0.11	0.76	0.77	0.49	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	252	1203	1258	214	1203	1254	530	0	0	508	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.46	0.46	0.46	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	32.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	3.7	3.8	0.1	1.3	1.3	3.2	0.0	0.0	7.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	2.1	2.3	0.0	0.7	0.8	10.7	0.0	0.0	14.8	0.0	0.0
LnGrp Delay(d),s/veh	0.4	3.7	3.8	0.1	1.3	1.3	34.0	0.0	0.0	40.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			D		
Approach Vol, veh/h		2105			1809			260			346	
Approach Delay, s/veh		3.6			1.3			34.0			40.0	
Approach LOS		A			A			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.3		68.7		31.3		68.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s		14.0		2.0		20.0		2.0
Green Ext Time (p_c), s		2.7		62.7		1.4		62.7

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	164	1726	44	45	1600	80	36	671	40	60	734	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	178	1876	48	49	1739	87	39	729	43	65	798	132
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	2222	57	218	2162	107	39	607	51	52	527	124
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	254	3527	90	231	3432	171	0	2093	175	41	1816	428
Grp Volume(v), veh/h	178	938	986	49	891	935	402	0	409	496	0	499
Grp Sat Flow(s),veh/h/ln	254	1770	1847	231	1770	1833	603	0	1664	665	0	1620
Q Serve(g_s), s	63.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	5.9	0.0	29.0
Cycle Q Clear(g_c), s	63.0	0.0	0.0	0.0	0.0	0.0	29.0	0.0	23.1	29.0	0.0	29.0
Prop In Lane	1.00		0.05	1.00		0.09	0.10		0.11	0.13		0.26
Lane Grp Cap(c), veh/h	232	1115	1164	218	1115	1155	215	0	483	234	0	470
V/C Ratio(X)	0.77	0.84	0.85	0.23	0.80	0.81	1.87	0.00	0.85	2.12	0.00	1.06
Avail Cap(c_a), veh/h	232	1115	1164	218	1115	1155	215	0	483	234	0	470
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.38	0.38	0.38	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	0.0	0.0	0.0	31.4	0.0	33.4	37.3	0.0	35.5
Incr Delay (d2), s/veh	6.3	2.6	2.6	0.2	1.6	1.7	411.0	0.0	16.6	519.2	0.0	59.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	1.4	1.5	0.0	0.9	1.0	52.8	0.0	18.7	72.2	0.0	37.2
LnGrp Delay(d),s/veh	9.5	2.6	2.6	0.2	1.6	1.7	442.3	0.0	50.1	556.5	0.0	94.7
LnGrp LOS	A	A	A	A	A	A	F		D	F		F
Approach Vol, veh/h		2102			1875			811			995	
Approach Delay, s/veh		3.2			1.6			244.6			324.8	
Approach LOS		A			A			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		67.0		33.0		67.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		29.0		63.0		29.0		63.0
Max Q Clear Time (g_c+I1), s		31.0		65.0		31.0		2.0
Green Ext Time (p_c), s		0.0		0.0		0.0		59.1

Intersection Summary	
HCM 2010 Ctrl Delay	91.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	1668	59	88	1399	134	81	1389	90	113	1211	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	135	1813	64	96	1521	146	88	1510	98	123	1316	118
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	1872	66	202	1753	167	72	1357	607	72	1260	113
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	297	3488	123	242	3266	311	371	3539	1583	314	3287	294
Grp Volume(v), veh/h	135	915	962	96	818	849	88	1510	98	123	706	728
Grp Sat Flow(s),veh/h/ln	297	1770	1841	242	1770	1808	371	1770	1583	314	1770	1811
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.3	4.1	0.0	38.3	38.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	38.3	38.3	4.1	38.3	38.3	38.3
Prop In Lane	1.00		0.07	1.00		0.17	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	231	950	988	202	950	970	72	1357	607	72	678	694
V/C Ratio(X)	0.58	0.96	0.97	0.48	0.86	0.87	1.22	1.11	0.16	1.71	1.04	1.05
Avail Cap(c_a), veh/h	238	991	1031	207	991	1012	72	1357	607	72	678	694
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	0.48	0.48	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	50.0	30.8	20.3	50.0	30.8	30.8
Incr Delay (d2), s/veh	1.3	10.3	11.6	0.8	3.9	4.3	177.5	61.6	0.6	370.6	45.8	47.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	4.4	5.0	0.1	1.8	2.1	10.0	54.5	3.4	16.9	49.1	50.8
LnGrp Delay(d),s/veh	1.3	10.3	11.6	0.8	3.9	4.3	227.5	92.5	20.8	420.6	76.6	78.2
LnGrp LOS	A	B	B	A	A	A	F	F	C	F	F	F
Approach Vol, veh/h		2012			1763			1696			1557	
Approach Delay, s/veh		10.3			3.9			95.3			104.6	
Approach LOS		B			A			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.3		57.7		42.3		57.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		40.3		2.0		40.3		2.0
Green Ext Time (p_c), s		0.0		51.7		0.0		51.7

Intersection Summary	
HCM 2010 Ctrl Delay	50.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	1756	28	98	1653	70	39	513	87	61	396	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	110	1909	30	107	1797	76	42	558	95	66	430	76
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	2318	36	162	2250	95	72	419	71	72	416	74
Arrive On Green	0.86	0.86	0.86	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	243	3567	56	228	3461	145	889	1552	264	776	1542	273
Grp Volume(v), veh/h	110	945	994	107	913	960	42	0	653	66	0	506
Grp Sat Flow(s),veh/h/ln	243	1770	1853	228	1770	1837	889	0	1816	776	0	1815
Q Serve(g_s), s	15.4	24.9	25.4	39.6	0.0	0.0	0.0	0.0	27.0	0.0	0.0	27.0
Cycle Q Clear(g_c), s	15.4	24.9	25.4	65.0	0.0	0.0	27.0	0.0	27.0	27.0	0.0	27.0
Prop In Lane	1.00		0.03	1.00		0.08	1.00		0.15	1.00		0.15
Lane Grp Cap(c), veh/h	230	1150	1204	162	1150	1194	72	0	490	72	0	490
V/C Ratio(X)	0.48	0.82	0.83	0.66	0.79	0.80	0.58	0.00	1.33	0.92	0.00	1.03
Avail Cap(c_a), veh/h	230	1150	1204	162	1150	1194	72	0	490	72	0	490
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.19	0.19	0.19	0.32	0.32	0.32	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.4	4.1	4.1	15.8	0.0	0.0	50.0	0.0	36.5	50.0	0.0	36.5
Incr Delay (d2), s/veh	0.3	1.0	1.0	3.1	1.3	1.3	30.2	0.0	162.8	84.5	0.0	49.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	14.0	14.7	4.7	0.7	0.8	3.2	0.0	64.2	6.3	0.0	36.3
LnGrp Delay(d),s/veh	3.7	5.0	5.1	18.9	1.3	1.3	80.2	0.0	199.3	134.5	0.0	85.8
LnGrp LOS	A	A	A	B	A	A	F		F	F		F
Approach Vol, veh/h		2049			1980			695			572	
Approach Delay, s/veh		5.0			2.3			192.1			91.5	
Approach LOS		A			A			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		69.0		31.0		69.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0		65.0		27.0		65.0
Max Q Clear Time (g_c+I1), s		29.0		27.4		29.0		67.0
Green Ext Time (p_c), s		0.0		36.9		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	1664	28	30	1664	49	8	11	9	143	10	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	1809	30	33	1809	53	9	12	10	155	11	145
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	1995	33	213	1967	57	101	134	112	214	14	179
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.20	0.20	0.20	0.12	0.12	0.12
Sat Flow, veh/h	245	3563	59	251	3512	102	505	673	561	1774	113	1487
Grp Volume(v), veh/h	112	896	943	33	908	954	31	0	0	155	0	156
Grp Sat Flow(s),veh/h/ln	245	1770	1852	251	1770	1845	1739	0	0	1774	0	1600
Q Serve(g_s), s	8.9	0.0	0.0	6.7	46.4	47.1	1.5	0.0	0.0	8.4	0.0	9.5
Cycle Q Clear(g_c), s	56.0	0.0	0.0	6.7	46.4	47.1	1.5	0.0	0.0	8.4	0.0	9.5
Prop In Lane	1.00		0.03	1.00		0.06	0.29		0.32	1.00		0.93
Lane Grp Cap(c), veh/h	94	991	1037	213	991	1033	347	0	0	214	0	193
V/C Ratio(X)	1.19	0.90	0.91	0.16	0.92	0.92	0.09	0.00	0.00	0.72	0.00	0.81
Avail Cap(c_a), veh/h	94	991	1037	213	991	1033	347	0	0	284	0	256
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.38	0.38	0.38	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.0	0.0	0.0	11.1	19.9	20.1	32.6	0.0	0.0	42.4	0.0	42.8
Incr Delay (d2), s/veh	122.8	5.4	5.5	0.1	5.7	6.1	0.5	0.0	0.0	6.1	0.0	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.4	2.7	2.8	0.8	29.0	30.7	1.3	0.0	0.0	8.0	0.0	8.5
LnGrp Delay(d),s/veh	149.8	5.4	5.5	11.3	25.6	26.1	33.1	0.0	0.0	48.4	0.0	56.0
LnGrp LOS	F	A	A	B	C	C	C			D		E
Approach Vol, veh/h		1951			1895			31			311	
Approach Delay, s/veh		13.7			25.6			33.1			52.3	
Approach LOS		B			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.9		60.0		16.1		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.5		58.0		11.5		49.1
Green Ext Time (p_c), s		0.1		0.0		0.6		6.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	57	1647	117	29	1539	33	0	483	103	0	447	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	62	1790	127	32	1673	36	0	525	112	0	486	99
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	119	1879	132	82	1984	43	0	536	114	0	541	110
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	285	3355	235	233	3543	76	0	1489	318	0	1503	306
Grp Volume(v), veh/h	62	935	982	32	834	875	0	0	637	0	0	585
Grp Sat Flow(s),veh/h/ln	285	1770	1821	233	1770	1849	0	0	1807	0	0	1809
Q Serve(g_s), s	16.5	49.2	51.5	4.5	39.2	39.5	0.0	0.0	34.9	0.0	0.0	30.6
Cycle Q Clear(g_c), s	56.0	49.2	51.5	56.0	39.2	39.5	0.0	0.0	34.9	0.0	0.0	30.6
Prop In Lane	1.00		0.13	1.00		0.04	0.00		0.18	0.00		0.17
Lane Grp Cap(c), veh/h	119	991	1020	82	991	1036	0	0	650	0	0	651
V/C Ratio(X)	0.52	0.94	0.96	0.39	0.84	0.84	0.00	0.00	0.98	0.00	0.00	0.90
Avail Cap(c_a), veh/h	119	991	1020	82	991	1036	0	0	650	0	0	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	0.68	0.68	0.68	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	20.5	21.0	49.3	18.3	18.4	0.0	0.0	31.6	0.0	0.0	30.3
Incr Delay (d2), s/veh	1.5	7.9	10.1	2.0	4.6	4.6	0.0	0.0	30.6	0.0	0.0	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	31.2	33.9	1.7	26.4	27.5	0.0	0.0	30.7	0.0	0.0	25.5
LnGrp Delay(d),s/veh	45.3	28.4	31.2	51.3	22.9	23.0	0.0	0.0	62.2	0.0	0.0	47.9
LnGrp LOS	D	C	C	D	C	C			E			D
Approach Vol, veh/h		1979			1741			637			585	
Approach Delay, s/veh		30.3			23.5			62.2			47.9	
Approach LOS		C			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		36.9		58.0		32.6		58.0
Green Ext Time (p_c), s		0.0		0.0		2.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	1559	73	110	1434	35	0	881	98	0	716	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	76	1695	79	120	1559	38	0	958	107	0	778	63
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	248	2308	107	165	2366	58	0	803	90	0	829	67
Arrive On Green	0.67	0.67	0.67	0.89	0.89	0.89	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	317	3444	160	267	3531	86	0	3304	359	0	3410	268
Grp Volume(v), veh/h	76	866	908	120	780	817	0	528	537	0	415	426
Grp Sat Flow(s),veh/h/ln	317	1770	1835	267	1770	1848	0	1770	1799	0	1770	1815
Q Serve(g_s), s	14.1	31.7	32.3	34.7	11.6	11.7	0.0	25.0	25.0	0.0	23.0	23.0
Cycle Q Clear(g_c), s	25.8	31.7	32.3	67.0	11.6	11.7	0.0	25.0	25.0	0.0	23.0	23.0
Prop In Lane	1.00		0.09	1.00		0.05	0.00		0.20	0.00		0.15
Lane Grp Cap(c), veh/h	248	1186	1229	165	1186	1238	0	442	450	0	442	454
V/C Ratio(X)	0.31	0.73	0.74	0.73	0.66	0.66	0.00	1.19	1.19	0.00	0.94	0.94
Avail Cap(c_a), veh/h	248	1186	1229	165	1186	1238	0	442	450	0	442	454
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.15	0.15	0.15	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	10.7	10.8	25.5	2.4	2.4	0.0	37.5	37.5	0.0	36.7	36.7
Incr Delay (d2), s/veh	0.1	0.4	0.4	1.5	0.1	0.1	0.0	107.4	107.2	0.0	29.8	29.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	17.8	18.8	4.3	6.4	6.7	0.0	45.7	46.4	0.0	21.2	21.6
LnGrp Delay(d),s/veh	13.2	11.0	11.1	27.0	2.6	2.6	0.0	144.9	144.7	0.0	66.5	66.1
LnGrp LOS	B	B	B	C	A	A		F	F		E	E
Approach Vol, veh/h		1850			1717			1065			841	
Approach Delay, s/veh		11.2			4.3			144.8			66.3	
Approach LOS		B			A			F			E	

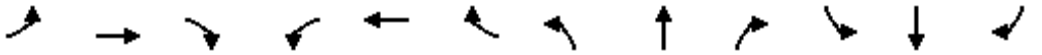
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.0		71.0		29.0		71.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		25.0		67.0		25.0		67.0
Max Q Clear Time (g_c+I1), s		27.0		34.3		25.0		69.0
Green Ext Time (p_c), s		0.0		31.3		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	168	1448	73	192	1478	85	67	980	248	92	1066	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	183	1574	79	209	1607	92	73	1065	270	100	1159	67
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1451	649	178	1430	81	143	1168	617	160	1122	65
Arrive On Green	0.05	0.41	0.41	0.06	0.42	0.42	0.04	0.33	0.33	0.04	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	1774	3404	194	1774	3539	1583	1774	3401	196
Grp Volume(v), veh/h	183	1574	79	209	831	868	73	1065	270	100	603	623
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1829	1774	1770	1583	1774	1770	1828
Q Serve(g_s), s	5.0	41.0	3.1	6.0	42.0	42.0	2.7	28.8	12.5	3.8	33.0	33.0
Cycle Q Clear(g_c), s	5.0	41.0	3.1	6.0	42.0	42.0	2.7	28.8	12.5	3.8	33.0	33.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	161	1451	649	178	743	768	143	1168	617	160	584	603
V/C Ratio(X)	1.14	1.08	0.12	1.17	1.12	1.13	0.51	0.91	0.44	0.63	1.03	1.03
Avail Cap(c_a), veh/h	161	1451	649	178	743	768	143	1168	617	160	584	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	29.5	18.3	24.4	29.0	29.0	26.1	32.1	22.4	26.1	33.5	33.5
Incr Delay (d2), s/veh	96.6	45.7	0.0	104.9	63.8	68.1	3.0	12.2	2.2	7.4	45.7	45.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.4	52.5	2.5	18.2	60.5	64.2	2.6	22.6	9.8	3.8	42.3	43.6
LnGrp Delay(d),s/veh	122.6	75.2	18.4	129.3	92.8	97.1	29.2	44.3	24.7	33.5	79.2	79.0
LnGrp LOS	F	F	B	F	F	F	C	D	C	C	F	F
Approach Vol, veh/h		1836			1908			1408			1326	
Approach Delay, s/veh		77.5			98.8			39.8			75.7	
Approach LOS		E			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	37.0	10.0	45.0	8.0	37.0	9.0	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	33.0	6.0	41.0	4.0	33.0	5.0	42.0
Max Q Clear Time (g_c+I1), s	5.8	30.8	8.0	43.0	4.7	35.0	7.0	44.0
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

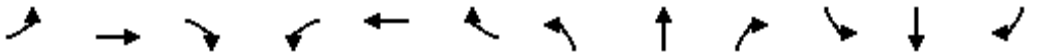
Intersection Summary	
HCM 2010 Ctrl Delay	75.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	1096	669	60	1721	75	0	0	0	116	36	16
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	13	1191	727	65	1871	82				126	39	17
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	45	2249	1056	227	2306	100				310	96	42
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.25	0.25	0.25
Sat Flow, veh/h	12	3371	1583	232	3455	150				1227	380	166
Grp Volume(v), veh/h	645	559	727	65	951	1002				182	0	0
Grp Sat Flow(s),veh/h/ln	1773	1610	1583	232	1770	1836				1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				8.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				8.6	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.08				0.69		0.09
Lane Grp Cap(c), veh/h	1220	1074	1056	227	1181	1225				448	0	0
V/C Ratio(X)	0.53	0.52	0.69	0.29	0.81	0.82				0.41	0.00	0.00
Avail Cap(c_a), veh/h	1322	1176	1156	242	1292	1340				448	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.17	0.17	0.17	0.53	0.53	0.53				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				31.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.3	0.4	1.9	2.0				2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	0.0	1.1	1.3				8.0	0.0	0.0
LnGrp Delay(d),s/veh	0.1	0.1	0.3	0.4	1.9	2.0				33.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				C		
Approach Vol, veh/h		1931			2018						182	
Approach Delay, s/veh		0.1			1.9						33.8	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				70.7		29.3		70.7
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				73.0		19.0		73.0
Max Q Clear Time (g_c+I1), s				2.0		10.6		2.0
Green Ext Time (p_c), s				64.7		0.6		64.7

Intersection Summary	
HCM 2010 Ctrl Delay	2.5
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	1176	0	0	926	39	864	110	82	25	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.91	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3518		1681	1675			1661	
Flt Permitted	0.12	1.00			1.00		0.72	0.76			0.81	
Satd. Flow (perm)	227	3539			3518		1281	1322			1373	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	1278	0	0	1007	42	939	120	89	27	0	64
RTOR Reduction (vph)	0	0	0	0	3	0	0	6	0	0	19	0
Lane Group Flow (vph)	22	1278	0	0	1046	0	573	569	0	0	72	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	40.4	40.4			40.4		51.6	51.6			51.6	
Effective Green, g (s)	40.4	40.4			40.4		51.6	51.6			51.6	
Actuated g/C Ratio	0.40	0.40			0.40		0.52	0.52			0.52	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	91	1429			1421		660	682			708	
v/s Ratio Prot		c0.36			0.30							
v/s Ratio Perm	0.10						c0.45	0.43			0.05	
v/c Ratio	0.24	0.89			0.74		0.87	0.83			0.10	
Uniform Delay, d1	19.7	27.8			25.3		21.2	20.6			12.4	
Progression Factor	0.86	0.78			1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.2	6.7			2.0		14.4	11.5			0.3	
Delay (s)	18.2	28.3			27.3		35.7	32.0			12.6	
Level of Service	B	C			C		D	C			B	
Approach Delay (s)		28.1			27.3			33.9			12.6	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	168	10	716	4	1	4	32	1516	17	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	183	11	778	4	1	4	35	1648	18			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	117	4	712	108	16	712	43	2144	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	8	1583	0	34	1583	103	5145	1583			
Grp Volume(v), veh/h	194	0	778	5	0	4	633	1050	18			
Grp Sat Flow(s),veh/h/ln	8	0	1583	34	0	1583	1858	1695	1583			
Q Serve(g_s), s	0.0	0.0	27.0	0.0	0.0	0.1	18.1	15.7	0.4			
Cycle Q Clear(g_c), s	27.0	0.0	27.0	27.0	0.0	0.1	18.1	15.7	0.4			
Prop In Lane	0.94		1.00	0.80		1.00	0.06		1.00			
Lane Grp Cap(c), veh/h	120	0	712	124	0	712	774	1413	660			
V/C Ratio(X)	1.61	0.00	1.09	0.04	0.00	0.01	0.82	0.74	0.03			
Avail Cap(c_a), veh/h	120	0	712	124	0	712	774	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	29.2	0.0	16.5	15.0	0.0	9.1	15.5	14.8	10.3			
Incr Delay (d2), s/veh	310.5	0.0	61.5	0.1	0.0	0.0	9.3	3.6	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	22.2	0.0	42.9	0.1	0.0	0.1	16.6	12.6	0.3			
LnGrp Delay(d),s/veh	339.6	0.0	78.0	15.1	0.0	9.1	24.8	18.4	10.4			
LnGrp LOS	F		F	B		A	C	B	B			
Approach Vol, veh/h		972			9			1701				
Approach Delay, s/veh		130.2			12.4			20.7				
Approach LOS		F			B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		20.1		29.0				29.0
Green Ext Time (p_c), s		3.9		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.4
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	0	0	0	12	3574	207	120	3417	7
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	2	2				13	3885	225	130	3714	8
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	0	15	12				41	5339	312	91	4657	1450
Arrive On Green	0.00	0.00	0.00				0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	0	3632	2787				5	5830	341	25	5085	1583
Grp Volume(v), veh/h	0	2	2				1187	1857	1080	130	3714	8
Grp Sat Flow(s),veh/h/ln	0	1770	1393				1625	1458	1635	25	1695	1583
Q Serve(g_s), s	0.0	0.1	0.1				0.0	14.8	16.4	75.2	22.8	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1				14.8	14.8	16.4	91.6	22.8	0.0
Prop In Lane	0.00		1.00				0.01		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	0	15	12				1524	2670	1497	91	4657	1450
V/C Ratio(X)	0.00	0.13	0.17				0.78	0.70	0.72	1.43	0.80	0.01
Avail Cap(c_a), veh/h	0	1663	1310				1524	2670	1497	91	4657	1450
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	49.6				1.0	1.0	1.0	42.2	1.3	0.4
Incr Delay (d2), s/veh	0.0	4.0	6.7				4.0	1.5	3.0	245.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.1				13.4	10.0	12.8	15.7	15.5	0.0
LnGrp Delay(d),s/veh	0.0	53.6	56.3				5.0	2.5	4.1	287.8	2.8	0.4
LnGrp LOS		D	E				A	A	A	F	A	A
Approach Vol, veh/h		4						4123			3852	
Approach Delay, s/veh		55.0						3.6			12.4	
Approach LOS		D						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		4.4		95.6		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		18.4		2.1		93.6		
Green Ext Time (p_c), s		0.0		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.9
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	785	0	0	1601	77	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1863			3539	1762	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1863			3539	1762	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	853	0	0	1740	84	7
RTOR Reduction (vph)	0	0	0	0	3	0
Lane Group Flow (vph)	853	0	0	1740	88	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	67.8			67.8	24.2	
Effective Green, g (s)	67.8			67.8	24.2	
Actuated g/C Ratio	0.68			0.68	0.24	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1263			2399	426	
v/s Ratio Prot	0.46			c0.49	c0.05	
v/s Ratio Perm						
v/c Ratio	0.68			0.73	0.21	
Uniform Delay, d1	9.6			10.2	30.2	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.4			1.1	1.1	
Delay (s)	11.0			11.3	31.3	
Level of Service	B			B	C	
Approach Delay (s)	11.0			11.3	31.3	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	413	37	1410	0	0	1176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.99		1.00			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	3413		3539			3539
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	3413		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	449	40	1533	0	0	1278
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	481	0	1533	0	0	1278
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	19.3		72.7			72.7
Effective Green, g (s)	19.3		72.7			72.7
Actuated g/C Ratio	0.19		0.73			0.73
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	658		2572			2572
v/s Ratio Prot	c0.14		c0.43			0.36
v/s Ratio Perm						
v/c Ratio	0.73		0.60			0.50
Uniform Delay, d1	37.9		6.6			5.8
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	4.2		1.0			0.7
Delay (s)	42.1		7.6			6.5
Level of Service	D		A			A
Approach Delay (s)	42.1		7.6			6.5
Approach LOS	D		A			A

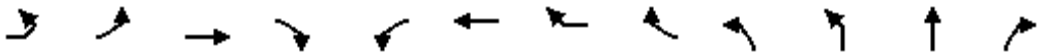
Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	631	81	0	1160	159	375	0	155	1909
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.94	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1696	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.97	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1696	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	686	88	0	1261	173	408	0	168	2075
RTOR Reduction (vph)	0	0	0	0	29	232	0	0	0
Lane Group Flow (vph)	686	88	0	1261	270	50	0	168	2075
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	301	267		281	1583
v/s Ratio Prot	0.19	0.06		0.36	0.16				
v/s Ratio Perm						0.03		0.11	c1.31
v/c Ratio	0.26	0.31		0.49	0.90	0.19		0.60	1.31
Uniform Delay, d1	4.0	32.2		5.0	36.2	31.5		34.0	45.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	2.9		0.7	31.3	1.6		9.1	144.5
Delay (s)	4.2	35.1		5.6	67.5	33.0		43.1	189.5
Level of Service	A	D		A	E	C		D	F
Approach Delay (s)	7.7			5.6	50.7		178.5		
Approach LOS	A			A	D		F		

Intersection Summary			
HCM 2000 Control Delay	91.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	129.9%	ICU Level of Service	H
Analysis Period (min)	15		

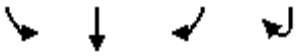
! Phase conflict between lane groups.

c Critical Lane Group



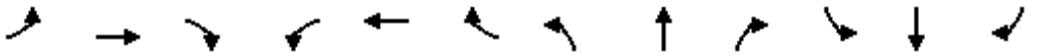
Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	359	15	586	159	140	1121	828	21	28	326	30	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.94				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3310				1681	1698	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3310				1011	1698	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	390	16	637	173	152	1218	900	23	30	354	33	20
RTOR Reduction (vph)	0	0	0	95	0	0	0	0	0	0	0	16
Lane Group Flow (vph)	0	406	637	78	152	2141	0	0	0	203	214	4
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	47.3	47.3	13.9	54.2				7.0	7.0	20.9
Effective Green, g (s)		8.0	47.3	47.3	13.9	54.2				7.0	7.0	20.9
Actuated g/C Ratio		0.08	0.45	0.45	0.13	0.52				0.07	0.07	0.20
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1594	713	234	1708				67	113	315
v/s Ratio Prot			0.18		0.09	c0.65					0.13	0.00
v/s Ratio Perm		c0.44		0.05						c0.20		0.00
v/c Ratio		5.80	0.40	0.11	0.65	1.25				3.03	1.89	0.01
Uniform Delay, d1		48.5	19.3	16.7	43.2	25.4				49.0	49.0	33.8
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		2190.6	0.7	0.3	6.1	118.9				951.9	433.5	0.0
Delay (s)		2239.1	20.1	17.0	49.3	144.3				1000.9	482.5	33.8
Level of Service		F	C	B	D	F				F	F	C
Approach Delay (s)			760.5			138.1					702.8	
Approach LOS			F			F					F	

Intersection Summary			
HCM 2000 Control Delay	365.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.79		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	117.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



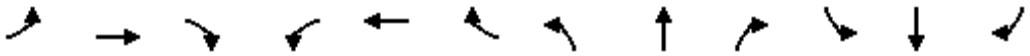
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	87	145	18	61
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3352		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3352		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	158	20	66
RTOR Reduction (vph)	0	37	0	0
Lane Group Flow (vph)	95	207	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	10.8	10.8		
Effective Green, g (s)	10.8	10.8		
Actuated g/C Ratio	0.10	0.10		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	182	344		
v/s Ratio Prot	0.05	c0.06		
v/s Ratio Perm				
v/c Ratio	0.52	0.60		
Uniform Delay, d1	44.7	45.0		
Progression Factor	1.00	1.00		
Incremental Delay, d2	2.7	3.0		
Delay (s)	47.3	48.0		
Level of Service	D	D		
Approach Delay (s)		47.8		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	809	357	117	1954	0	0	0	0	643	5	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.88	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.99	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1549	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.99	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1549	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	879	388	127	2124	0	0	0	0	699	5	409
RTOR Reduction (vph)	0	0	207	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	879	181	127	2124	0	0	0	0	580	525	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		42.5	42.5	11.5	58.0					23.0	23.0	
Effective Green, g (s)		42.5	42.5	11.5	58.0					23.0	23.0	
Actuated g/C Ratio		0.47	0.47	0.13	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1654	740	223	2258					425	391	
v/s Ratio Prot		0.25		0.07	c0.60							
v/s Ratio Perm			0.11							c0.35	0.34	
v/c Ratio		0.53	0.25	0.57	0.94					1.36	1.34	
Uniform Delay, d1		17.1	14.6	37.4	14.9					34.0	34.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		1.2	0.8	3.3	8.6					178.7	170.3	
Delay (s)		18.4	15.3	40.7	23.5					212.6	204.2	
Level of Service		B	B	D	C					F	F	
Approach Delay (s)		17.4			24.5			0.0			208.6	
Approach LOS		B			C			A			F	

Intersection Summary			
HCM 2000 Control Delay	66.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	136.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	204	1272	0	0	1483	989	619	0	203	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.09	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	160	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	222	1383	0	0	1612	1075	673	0	221	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	418	0	0	171	0	0	0
Lane Group Flow (vph)	222	1383	0	0	1612	657	673	0	50	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	46.6	46.6			46.6	46.6	20.4		20.4			
Effective Green, g (s)	46.6	46.6			46.6	46.6	20.4		20.4			
Actuated g/C Ratio	0.52	0.52			0.52	0.52	0.23		0.23			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	82	1832			1832	819	778		358			
v/s Ratio Prot		0.39			0.46		c0.20					
v/s Ratio Perm	c1.39					0.42			0.03			
v/c Ratio	2.71	0.75			0.88	0.80	0.87		0.14			
Uniform Delay, d1	21.7	17.2			19.2	17.9	33.5		27.8			
Progression Factor	1.00	1.00			0.54	1.60	1.00		1.00			
Incremental Delay, d2	801.7	2.9			6.2	7.8	9.9		0.2			
Delay (s)	823.4	20.1			16.6	36.5	43.4		28.0			
Level of Service	F	C			B	D	D		C			
Approach Delay (s)		131.2			24.6			39.6			0.0	
Approach LOS		F			C			D			A	

Intersection Summary			
HCM 2000 Control Delay	60.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	257	1605	94	286	1822	99	113	1571	244	232	1830	444
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	279	1745	102	311	1980	108	123	1708	265	252	1989	483
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1054	61	178	1093	59	74	2594	902	130	2101	492
Arrive On Green	0.05	0.31	0.31	0.08	0.43	0.43	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1774	3400	197	1774	3415	185	134	5085	1583	220	4119	964
Grp Volume(v), veh/h	279	902	945	311	1017	1071	123	1708	265	252	1624	848
Grp Sat Flow(s),veh/h/ln	1774	1770	1828	1774	1770	1830	134	1695	1583	220	1695	1693
Q Serve(g_s), s	5.0	31.0	31.0	6.0	32.0	32.0	1.8	24.8	8.6	26.2	45.1	49.2
Cycle Q Clear(g_c), s	5.0	31.0	31.0	6.0	32.0	32.0	51.0	24.8	8.6	51.0	45.1	49.2
Prop In Lane	1.00		0.11	1.00		0.10	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	161	549	567	178	566	586	74	2594	902	130	1729	863
V/C Ratio(X)	1.74	1.64	1.67	1.74	1.80	1.83	1.65	0.66	0.29	1.94	0.94	0.98
Avail Cap(c_a), veh/h	161	549	567	178	566	586	74	2594	902	130	1729	863
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	34.5	34.5	29.4	28.7	28.7	50.0	18.1	11.1	44.2	23.0	24.1
Incr Delay (d2), s/veh	338.4	291.8	303.0	342.1	360.8	375.0	345.8	1.3	0.8	451.0	11.4	26.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	30.8	105.3	111.7	34.1	127.7	135.9	16.6	17.5	7.1	35.7	31.7	38.1
LnGrp Delay(d),s/veh	369.9	326.3	337.5	371.5	389.5	403.7	395.8	19.4	11.9	495.2	34.4	50.7
LnGrp LOS	F	F	F	F	F	F	F	B	B	F	C	D
Approach Vol, veh/h		2126			2399			2096			2724	
Approach Delay, s/veh		337.0			393.5			40.5			82.1	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		55.0	10.0	35.0		55.0	9.0	36.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		51.0	6.0	31.0		51.0	5.0	32.0
Max Q Clear Time (g_c+I1), s		53.0	8.0	33.0		53.0	7.0	34.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	210.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1998	39	154	2131	60	32	72	29	66	106	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	2172	42	167	2316	65	35	78	32	72	115	87
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	2699	52	138	2673	75	83	153	54	104	120	83
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	147	3552	68	174	3517	98	237	954	337	364	749	518
Grp Volume(v), veh/h	43	1079	1135	167	1160	1221	145	0	0	274	0	0
Grp Sat Flow(s),veh/h/ln	147	1770	1851	174	1770	1845	1528	0	0	1630	0	0
Q Serve(g_s), s	9.9	37.5	38.1	37.9	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0
Cycle Q Clear(g_c), s	9.9	37.5	38.1	76.0	0.0	0.0	8.1	0.0	0.0	16.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.05	0.24		0.22	0.26		0.32
Lane Grp Cap(c), veh/h	184	1345	1407	138	1345	1403	289	0	0	306	0	0
V/C Ratio(X)	0.23	0.80	0.81	1.21	0.86	0.87	0.50	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	184	1345	1407	138	1345	1403	289	0	0	306	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.1	7.4	7.5	28.9	0.0	0.0	38.5	0.0	0.0	42.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.3	101.5	0.6	0.6	6.1	0.0	0.0	30.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	19.9	21.2	13.8	0.4	0.4	7.6	0.0	0.0	15.3	0.0	0.0
LnGrp Delay(d),s/veh	4.1	7.7	7.8	130.5	0.6	0.6	44.6	0.0	0.0	72.6	0.0	0.0
LnGrp LOS	A	A	A	F	A	A	D			E		
Approach Vol, veh/h		2257			2548			145			274	
Approach Delay, s/veh		7.7			9.1			44.6			72.6	
Approach LOS		A			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		80.0		20.0		80.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s		10.1		40.1		18.0		78.0
Green Ext Time (p_c), s		1.3		35.8		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	1536	21	26	2654	24	28	129	29	54	166	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	40	1670	23	28	2885	26	30	140	32	59	180	113
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2538	35	277	2552	23	70	251	53	88	193	113
Arrive On Green	1.00	1.00	1.00	0.94	0.94	0.94	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	86	3575	49	289	3594	32	136	1196	251	217	919	537
Grp Volume(v), veh/h	40	826	867	28	1418	1493	202	0	0	352	0	0
Grp Sat Flow(s),veh/h/ln	86	1770	1854	289	1770	1857	1582	0	0	1674	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.6	71.0	71.0	0.0	0.0	0.0	10.5	0.0	0.0
Cycle Q Clear(g_c), s	71.0	0.0	0.0	0.6	71.0	71.0	10.5	0.0	0.0	21.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	0.15		0.16	0.17		0.32
Lane Grp Cap(c), veh/h	72	1256	1316	277	1256	1318	374	0	0	393	0	0
V/C Ratio(X)	0.56	0.66	0.66	0.10	1.13	1.13	0.54	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	72	1256	1316	277	1256	1318	374	0	0	393	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.5	0.0	0.0	0.8	2.8	2.8	35.2	0.0	0.0	39.3	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.6	0.6	0.0	59.0	60.5	5.5	0.0	0.0	25.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.4	0.4	0.1	83.1	88.0	9.4	0.0	0.0	18.2	0.0	0.0
LnGrp Delay(d),s/veh	39.7	0.6	0.6	0.8	61.8	63.3	40.7	0.0	0.0	64.6	0.0	0.0
LnGrp LOS	D	A	A	A	F	F	D			E		
Approach Vol, veh/h		1733			2939			202			352	
Approach Delay, s/veh		1.5			62.0			40.7			64.6	
Approach LOS		A			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.0		75.0		25.0		75.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		21.0		71.0		21.0		71.0
Max Q Clear Time (g_c+I1), s		12.5		73.0		23.0		73.0
Green Ext Time (p_c), s		2.3		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	108	1501	54	76	2323	50	29	562	20	53	945	336
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	117	1632	59	83	2525	54	32	611	22	58	1027	365
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1951	70	234	1984	42	40	827	38	64	722	289
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	121	3485	126	290	3544	76	0	2296	105	69	2006	802
Grp Volume(v), veh/h	117	826	865	83	1256	1323	313	0	352	743	0	707
Grp Sat Flow(s),veh/h/ln	121	1770	1841	290	1770	1849	725	0	1677	1324	0	1554
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	51.9	0.0	0.0	17.0	19.0	0.0	36.0
Cycle Q Clear(g_c), s	56.0	0.0	0.0	0.0	0.0	51.9	36.0	0.0	17.0	36.0	0.0	36.0
Prop In Lane	1.00		0.07	1.00		0.04	0.10		0.06	0.08		0.52
Lane Grp Cap(c), veh/h	77	991	1031	234	991	1036	301	0	604	515	0	559
V/C Ratio(X)	1.52	0.83	0.84	0.35	1.27	1.28	1.04	0.00	0.58	1.44	0.00	1.26
Avail Cap(c_a), veh/h	77	991	1031	234	991	1036	301	0	604	515	0	559
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	0.0	0.0	0.0	0.0	33.6	0.0	25.9	34.4	0.0	32.0
Incr Delay (d2), s/veh	274.1	4.3	4.4	0.1	121.3	125.4	63.2	0.0	4.1	209.5	0.0	132.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.3	2.2	2.3	0.0	58.6	63.2	22.4	0.0	13.3	79.5	0.0	64.8
LnGrp Delay(d),s/veh	302.0	4.3	4.4	0.1	121.3	125.4	96.9	0.0	30.0	244.0	0.0	164.7
LnGrp LOS	F	A	A	A	F	F	F		C	F		F
Approach Vol, veh/h		1808			2662			665			1450	
Approach Delay, s/veh		23.6			119.5			61.5			205.3	
Approach LOS		C			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		56.0		36.0		56.0
Max Q Clear Time (g_c+I1), s		38.0		58.0		38.0		53.9
Green Ext Time (p_c), s		0.0		0.0		0.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	106.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	93	1485	82	166	2268	100	103	1346	118	128	1569	183
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	101	1614	89	180	2465	109	112	1463	128	139	1705	199
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1877	103	230	1900	83	72	1310	586	72	1184	136
Arrive On Green	1.00	1.00	1.00	0.73	0.73	0.73	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	121	3412	187	286	3454	152	236	3539	1583	319	3201	367
Grp Volume(v), veh/h	101	833	870	180	1254	1320	112	1463	128	139	929	975
Grp Sat Flow(s),veh/h/ln	121	1770	1830	286	1770	1836	236	1770	1583	319	1770	1798
Q Serve(g_s), s	0.0	0.0	0.0	55.0	55.0	55.0	0.0	37.0	5.5	0.0	37.0	37.0
Cycle Q Clear(g_c), s	55.0	0.0	0.0	55.0	55.0	55.0	37.0	37.0	5.5	37.0	37.0	37.0
Prop In Lane	1.00		0.10	1.00		0.08	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	72	973	1006	230	973	1010	72	1310	586	72	655	665
V/C Ratio(X)	1.40	0.86	0.86	0.78	1.29	1.31	1.56	1.12	0.22	1.93	1.42	1.47
Avail Cap(c_a), veh/h	72	973	1006	230	973	1010	72	1310	586	72	655	665
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	16.9	13.4	13.4	50.0	31.5	21.6	50.0	31.5	31.5
Incr Delay (d2), s/veh	211.1	3.2	3.4	1.7	130.5	138.9	307.0	63.6	0.9	465.4	197.4	217.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.1	1.6	1.7	6.1	106.1	114.0	14.6	53.2	4.6	20.3	97.0	105.3
LnGrp Delay(d),s/veh	238.6	3.2	3.4	18.5	144.0	152.3	357.0	95.1	22.4	515.4	228.9	249.2
LnGrp LOS	F	A	A	B	F	F	F	F	C	F	F	F
Approach Vol, veh/h		1804			2754			1703			2043	
Approach Delay, s/veh		16.5			139.8			106.9			258.1	
Approach LOS		B			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.0		59.0		41.0		59.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		55.0		37.0		55.0
Max Q Clear Time (g_c+I1), s		39.0		57.0		39.0		57.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	135.3
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	98	1543	89	233	2412	45	48	365	66	96	712	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	107	1677	97	253	2622	49	52	397	72	104	774	73
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2075	119	235	2168	40	72	476	86	136	520	49
Arrive On Green	1.00	1.00	1.00	0.61	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	110	3402	196	267	3554	66	648	1535	278	920	1677	158
Grp Volume(v), veh/h	107	867	907	253	1301	1370	52	0	469	104	0	847
Grp Sat Flow(s),veh/h/ln	110	1770	1828	267	1770	1851	648	0	1814	920	0	1835
Q Serve(g_s), s	0.0	0.0	0.0	61.0	61.0	61.0	0.0	0.0	24.1	6.9	0.0	31.0
Cycle Q Clear(g_c), s	61.0	0.0	0.0	61.0	61.0	61.0	31.0	0.0	24.1	31.0	0.0	31.0
Prop In Lane	1.00		0.11	1.00		0.04	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	72	1079	1115	235	1079	1129	72	0	562	136	0	569
V/C Ratio(X)	1.49	0.80	0.81	1.08	1.21	1.21	0.72	0.00	0.83	0.77	0.00	1.49
Avail Cap(c_a), veh/h	72	1079	1115	235	1079	1129	72	0	562	136	0	569
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.30	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	0.0	28.8	19.5	19.5	50.0	0.0	32.1	47.9	0.0	34.5
Incr Delay (d2), s/veh	239.4	1.4	1.4	42.2	93.3	96.7	47.2	0.0	13.6	33.0	0.0	229.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	0.7	0.8	16.6	99.6	105.9	4.3	0.0	20.3	7.4	0.0	93.4
LnGrp Delay(d),s/veh	269.9	1.4	1.4	71.0	112.8	116.2	97.2	0.0	45.7	80.9	0.0	263.8
LnGrp LOS	F	A	A	F	F	F	F		D	F		F
Approach Vol, veh/h		1881			2924			521			951	
Approach Delay, s/veh		16.7			110.8			50.9			243.8	
Approach LOS		B			F			D			F	

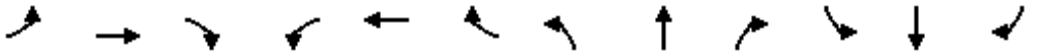
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		65.0		35.0		65.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		61.0		31.0		61.0
Max Q Clear Time (g_c+I1), s		33.0		63.0		33.0		63.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	97.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	107	1625	4	9	2421	104	10	6	4	189	20	182
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	1766	4	10	2632	113	11	7	4	205	22	198
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2029	5	222	1937	83	145	92	53	276	25	225
Arrive On Green	1.00	1.00	1.00	0.56	0.56	0.56	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	102	3623	8	268	3459	147	881	561	320	1774	161	1447
Grp Volume(v), veh/h	116	862	908	10	1337	1408	22	0	0	205	0	220
Grp Sat Flow(s),veh/h/ln	102	1770	1861	268	1770	1837	1762	0	0	1774	0	1607
Q Serve(g_s), s	0.0	0.0	0.0	1.7	56.0	56.0	1.1	0.0	0.0	11.0	0.0	13.4
Cycle Q Clear(g_c), s	56.0	0.0	0.0	1.7	56.0	56.0	1.1	0.0	0.0	11.0	0.0	13.4
Prop In Lane	1.00		0.00	1.00		0.08	0.50		0.18	1.00		0.90
Lane Grp Cap(c), veh/h	72	991	1042	222	991	1029	290	0	0	276	0	250
V/C Ratio(X)	1.61	0.87	0.87	0.04	1.35	1.37	0.08	0.00	0.00	0.74	0.00	0.88
Avail Cap(c_a), veh/h	72	991	1042	222	991	1029	290	0	0	284	0	257
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	10.1	22.0	22.0	35.3	0.0	0.0	40.3	0.0	41.3
Incr Delay (d2), s/veh	300.9	3.9	3.7	0.0	157.9	166.5	0.5	0.0	0.0	9.9	0.0	27.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.4	1.9	2.0	0.2	121.6	130.3	1.0	0.0	0.0	10.2	0.0	12.4
LnGrp Delay(d),s/veh	328.9	3.9	3.7	10.1	179.9	188.5	35.8	0.0	0.0	50.2	0.0	68.7
LnGrp LOS	F	A	A	B	F	F	D			D		E
Approach Vol, veh/h		1886			2755			22			425	
Approach Delay, s/veh		23.8			183.6			35.8			59.8	
Approach LOS		C			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.5		60.0		19.5		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.1		58.0		15.4		58.0
Green Ext Time (p_c), s		0.0		0.0		0.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	113.4
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	1515	184	167	2350	36	0	366	167	0	624	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	60	1647	200	182	2554	39	0	398	182	0	678	136
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	72	1975	236	122	2212	34	0	363	166	0	452	91
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.00	0.30	0.30	0.00	0.30	0.30
Sat Flow, veh/h	119	3185	380	249	3568	54	0	1211	554	0	1507	302
Grp Volume(v), veh/h	60	903	944	182	1263	1330	0	0	580	0	0	814
Grp Sat Flow(s),veh/h/ln	119	1770	1796	249	1770	1853	0	0	1765	0	0	1809
Q Serve(g_s), s	0.0	39.6	42.1	19.9	62.0	62.0	0.0	0.0	30.0	0.0	0.0	30.0
Cycle Q Clear(g_c), s	62.0	39.6	42.1	62.0	62.0	62.0	0.0	0.0	30.0	0.0	0.0	30.0
Prop In Lane	1.00		0.21	1.00		0.03	0.00		0.31	0.00		0.17
Lane Grp Cap(c), veh/h	72	1097	1113	122	1097	1149	0	0	530	0	0	543
V/C Ratio(X)	0.83	0.82	0.85	1.50	1.15	1.16	0.00	0.00	1.10	0.00	0.00	1.50
Avail Cap(c_a), veh/h	72	1097	1113	122	1097	1149	0	0	530	0	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	0.09	0.09	0.09	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	14.7	15.2	45.9	19.0	19.0	0.0	0.0	35.0	0.0	0.0	35.0
Incr Delay (d2), s/veh	26.2	2.1	2.5	228.0	69.3	71.9	0.0	0.0	67.7	0.0	0.0	234.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	24.2	26.2	19.9	88.9	94.4	0.0	0.0	44.1	0.0	0.0	90.5
LnGrp Delay(d),s/veh	76.2	16.8	17.8	274.0	88.3	90.9	0.0	0.0	102.7	0.0	0.0	269.4
LnGrp LOS	E	B	B	F	F	F			F			F
Approach Vol, veh/h		1907			2775			580			814	
Approach Delay, s/veh		19.1			101.7			102.7			269.4	
Approach LOS		B			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		34.0		66.0		34.0		66.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		30.0		62.0		30.0		62.0
Max Q Clear Time (g_c+I1), s		32.0		64.0		32.0		64.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	98.3
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	1499	79	98	2031	15	0	958	84	0	993	151
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	54	1629	86	107	2208	16	0	1041	91	0	1079	164
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	79	2155	113	154	2269	16	0	955	83	0	894	136
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.00	0.29	0.29	0.00	0.29	0.29
Sat Flow, veh/h	172	3421	180	283	3602	26	0	3387	288	0	3175	468
Grp Volume(v), veh/h	54	839	876	107	1083	1141	0	559	573	0	619	624
Grp Sat Flow(s),veh/h/ln	172	1770	1831	283	1770	1858	0	1770	1812	0	1770	1780
Q Serve(g_s), s	4.2	33.3	34.0	29.0	58.4	58.8	0.0	29.0	29.0	0.0	29.0	29.0
Cycle Q Clear(g_c), s	63.0	33.3	34.0	63.0	58.4	58.8	0.0	29.0	29.0	0.0	29.0	29.0
Prop In Lane	1.00		0.10	1.00		0.01	0.00		0.16	0.00		0.26
Lane Grp Cap(c), veh/h	79	1115	1154	154	1115	1171	0	513	525	0	513	516
V/C Ratio(X)	0.68	0.75	0.76	0.69	0.97	0.97	0.00	1.09	1.09	0.00	1.21	1.21
Avail Cap(c_a), veh/h	79	1115	1154	154	1115	1171	0	513	525	0	513	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	13.0	13.1	38.8	17.7	17.7	0.0	35.5	35.5	0.0	35.5	35.5
Incr Delay (d2), s/veh	9.3	1.2	1.2	1.2	3.7	3.8	0.0	66.2	66.1	0.0	109.8	111.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	20.7	21.8	3.8	31.8	33.8	0.0	42.4	43.4	0.0	53.6	54.3
LnGrp Delay(d),s/veh	59.0	14.2	14.4	40.1	21.4	21.5	0.0	101.7	101.6	0.0	145.3	146.8
LnGrp LOS	E	B	B	D	C	C		F	F		F	F
Approach Vol, veh/h		1769			2331			1132			1243	
Approach Delay, s/veh		15.7			22.3			101.6			146.0	
Approach LOS		B			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.0		67.0		33.0		67.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		29.0		63.0		29.0		63.0
Max Q Clear Time (g_c+I1), s		31.0		65.0		31.0		65.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	195	1472	79	113	1980	45	116	1030	148	132	1199	167
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	212	1600	86	123	2152	49	126	1120	161	143	1303	182
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1486	665	143	1486	34	143	1203	602	158	1062	147
Arrive On Green	0.04	0.42	0.42	0.04	0.42	0.42	0.04	0.34	0.34	0.04	0.34	0.34
Sat Flow, veh/h	1774	3539	1583	1774	3538	80	1774	3539	1583	1774	3123	433
Grp Volume(v), veh/h	212	1600	86	123	1072	1129	126	1120	161	143	735	750
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1849	1774	1770	1583	1774	1770	1786
Q Serve(g_s), s	4.0	42.0	3.3	4.0	42.0	42.0	4.0	30.6	7.0	4.0	34.0	34.0
Cycle Q Clear(g_c), s	4.0	42.0	3.3	4.0	42.0	42.0	4.0	30.6	7.0	4.0	34.0	34.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	143	1486	665	143	743	776	143	1203	602	158	602	607
V/C Ratio(X)	1.48	1.08	0.13	0.86	1.44	1.45	0.88	0.93	0.27	0.91	1.22	1.24
Avail Cap(c_a), veh/h	143	1486	665	143	743	776	143	1203	602	158	602	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	29.0	17.8	24.6	29.0	29.0	29.7	31.9	21.4	32.0	33.0	33.0
Incr Delay (d2), s/veh	236.5	41.9	0.0	16.6	201.9	206.7	42.4	13.9	1.1	45.4	114.0	119.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	52.4	2.6	4.1	111.0	117.5	5.8	24.1	5.8	7.2	64.1	66.4
LnGrp Delay(d),s/veh	264.7	70.9	17.8	41.3	230.9	235.7	72.1	45.8	22.5	77.3	147.0	152.6
LnGrp LOS	F	F	B	D	F	F	E	D	C	E	F	F
Approach Vol, veh/h		1898			2324			1407			1628	
Approach Delay, s/veh		90.2			223.2			45.5			143.5	
Approach LOS		F			F			D			F	

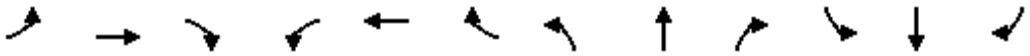
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	38.0	8.0	46.0	8.0	38.0	8.0	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	34.0	4.0	42.0	4.0	34.0	4.0	42.0
Max Q Clear Time (g_c+I1), s	6.0	32.6	6.0	44.0	6.0	36.0	6.0	44.0
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	136.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1024	884	78	2130	51	0	0	0	112	28	12
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	8	1113	961	85	2315	55				122	30	13
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	41	2523	1176	220	2626	62				232	57	25
Arrive On Green	1.00	1.00	1.00	0.99	0.99	0.99				0.18	0.18	0.18
Sat Flow, veh/h	6	3396	1583	199	3534	84				1311	322	140
Grp Volume(v), veh/h	601	520	961	85	1155	1215				165	0	0
Grp Sat Flow(s),veh/h/ln	1792	1610	1583	199	1770	1848				1773	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.2	5.8	6.2				8.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.2	5.8	6.2				8.4	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.05				0.74		0.08
Lane Grp Cap(c), veh/h	1368	1196	1176	220	1315	1373				314	0	0
V/C Ratio(X)	0.44	0.43	0.82	0.39	0.88	0.89				0.53	0.00	0.00
Avail Cap(c_a), veh/h	1395	1224	1203	224	1345	1404				314	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.14	0.14	0.14				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.2	0.2	0.2				37.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.2	1.1	1.1				6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.3	0.1	1.4	1.5				8.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.4	0.3	1.3	1.3				43.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D		
Approach Vol, veh/h		2082			2455						165	
Approach Delay, s/veh		0.2			1.3						43.5	
Approach LOS		A			A						D	

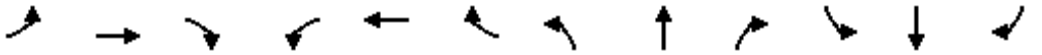
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				78.3		21.7		78.3
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s				2.0		10.4		8.2
Green Ext Time (p_c), s				72.0		0.4		66.1

Intersection Summary	
HCM 2010 Ctrl Delay	2.3
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	1100	0	0	1207	44	1099	40	59	24	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.99			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.96			0.99	
Satd. Flow (prot)	1770	3539			3520		1681	1673			1653	
Flt Permitted	0.10	1.00			1.00		0.71	0.71			0.78	
Satd. Flow (perm)	186	3539			3520		1259	1235			1306	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	1196	0	0	1312	48	1195	43	64	26	0	78
RTOR Reduction (vph)	0	0	0	0	2	0	0	4	0	0	6	0
Lane Group Flow (vph)	12	1196	0	0	1358	0	657	641	0	0	98	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	40.0	40.0			40.0		52.0	52.0			52.0	
Effective Green, g (s)	40.0	40.0			40.0		52.0	52.0			52.0	
Actuated g/C Ratio	0.40	0.40			0.40		0.52	0.52			0.52	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	74	1415			1408		654	642			679	
v/s Ratio Prot		0.34			c0.39							
v/s Ratio Perm	0.06						c0.52	0.52			0.08	
v/c Ratio	0.16	0.85			0.96		1.00	1.00			0.14	
Uniform Delay, d1	19.2	27.2			29.3		24.0	24.0			12.5	
Progression Factor	0.92	0.79			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.9	4.4			16.1		36.3	35.2			0.4	
Delay (s)	18.6	26.0			45.4		60.3	59.2			12.9	
Level of Service	B	C			D		E	E			B	
Approach Delay (s)		25.9			45.4			59.8			12.9	
Approach LOS		C			D			E			B	

Intersection Summary			
HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	332	5	279	12	4	7	81	2899	6	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	361	5	303	13	4	8	88	3151	7			
Adj No. of Lanes	0	1	1	0	1	1	0	3	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	119	0	712	106	19	712	56	2130	660			
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	0	0	1583	0	42	1583	134	5112	1583			
Grp Volume(v), veh/h	366	0	303	17	0	8	1219	2020	7			
Grp Sat Flow(s),veh/h/ln	0	0	1583	42	0	1583	1856	1695	1583			
Q Serve(g_s), s	0.0	0.0	7.8	0.0	0.0	0.2	25.0	25.0	0.2			
Cycle Q Clear(g_c), s	27.0	0.0	7.8	27.0	0.0	0.2	25.0	25.0	0.2			
Prop In Lane	0.99		1.00	0.76		1.00	0.07		1.00			
Lane Grp Cap(c), veh/h	119	0	712	125	0	712	773	1413	660			
V/C Ratio(X)	3.07	0.00	0.43	0.14	0.00	0.01	1.58	1.43	0.01			
Avail Cap(c_a), veh/h	119	0	712	125	0	712	773	1413	660			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	11.2	15.0	0.0	9.1	17.5	17.5	10.3			
Incr Delay (d2), s/veh	953.8	0.0	0.4	0.5	0.0	0.0	265.8	197.5	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	60.4	0.0	6.2	0.3	0.0	0.1	125.6	90.6	0.1			
LnGrp Delay(d),s/veh	983.8	0.0	11.6	15.4	0.0	9.1	283.3	215.0	10.3			
LnGrp LOS	F		B	B		A	F	F	B			
Approach Vol, veh/h		669			25			3246				
Approach Delay, s/veh		543.5			13.4			240.2				
Approach LOS		F			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.0		31.0				31.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		25.0		27.0				27.0
Max Q Clear Time (g_c+I1), s		27.0		29.0				29.0
Green Ext Time (p_c), s		0.0		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	290.3
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	10	10	0	0	0	18	3865	144	185	4073	17
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	17	11	11				20	4201	157	201	4427	18
Adj No. of Lanes	0	2	2				0	4	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	47	47	74				39	4900	188	83	4544	1415
Arrive On Green	0.03	0.03	0.03				0.89	0.89	0.89	0.89	0.89	0.89
Sat Flow, veh/h	1774	1770	2787				2	5484	210	19	5085	1583
Grp Volume(v), veh/h	17	11	11				1005	2133	1240	201	4427	18
Grp Sat Flow(s),veh/h/ln	1774	1770	1393				1123	1458	1658	19	1695	1583
Q Serve(g_s), s	0.9	0.6	0.4				17.8	29.0	31.6	57.8	71.6	0.1
Cycle Q Clear(g_c), s	0.9	0.6	0.4				89.4	29.0	31.6	89.4	71.6	0.1
Prop In Lane	1.00		1.00				0.02		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	47	47	74				1040	2605	1482	83	4544	1415
V/C Ratio(X)	0.36	0.23	0.15				0.97	0.82	0.84	2.42	0.97	0.01
Avail Cap(c_a), veh/h	834	832	1310				1040	2605	1482	83	4544	1415
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	47.7	47.6				16.9	2.1	2.2	46.1	4.4	0.6
Incr Delay (d2), s/veh	4.6	2.5	0.9				20.9	3.0	5.8	672.5	8.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.6	0.3				37.1	17.7	22.3	32.1	44.0	0.1
LnGrp Delay(d),s/veh	52.5	50.2	48.5				37.8	5.1	8.0	718.6	13.0	0.6
LnGrp LOS	D	D	D				D	A	A	F	B	A
Approach Vol, veh/h		39						4378			4646	
Approach Delay, s/veh		50.7						13.4			43.5	
Approach LOS		D						B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		93.4		6.6		93.4		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		47.0		45.0		
Max Q Clear Time (g_c+I1), s		91.4		2.9		91.4		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	29.0
HCM 2010 LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	330	0	0	2987	124	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	1863			3539	1768	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	1863			3539	1768	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	359	0	0	3247	135	5
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	359	0	0	3247	138	0
Turn Type	NA			NA	Prot	
Protected Phases	4			8	2	
Permitted Phases						
Actuated Green, G (s)	71.0			71.0	21.0	
Effective Green, g (s)	71.0			71.0	21.0	
Actuated g/C Ratio	0.71			0.71	0.21	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1322			2512	371	
v/s Ratio Prot	0.19			c0.92	c0.08	
v/s Ratio Perm						
v/c Ratio	0.27			1.29	0.37	
Uniform Delay, d1	5.2			14.5	33.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			134.8	2.9	
Delay (s)	5.3			149.3	36.7	
Level of Service	A			F	D	
Approach Delay (s)	5.3			149.3	36.7	
Approach LOS	A			F	D	

Intersection Summary			
HCM 2000 Control Delay	131.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	105	94	2868	0	0	548
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.93		1.00			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	3271		3539			3539
Flt Permitted	0.97		1.00			1.00
Satd. Flow (perm)	3271		3539			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	102	3117	0	0	596
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	215	0	3117	0	0	596
Turn Type	Prot		NA			NA
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	11.9		80.1			80.1
Effective Green, g (s)	11.9		80.1			80.1
Actuated g/C Ratio	0.12		0.80			0.80
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	389		2834			2834
v/s Ratio Prot	c0.07		c0.88			0.17
v/s Ratio Perm						
v/c Ratio	0.55		1.10			0.21
Uniform Delay, d1	41.5		10.0			2.4
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.7		51.1			0.2
Delay (s)	43.2		61.0			2.6
Level of Service	D		E			A
Approach Delay (s)	43.2		61.0			2.6
Approach LOS	D		E			A

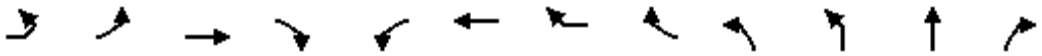
Intersection Summary			
HCM 2000 Control Delay	51.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER	NER2
Lane Configurations									
Volume (vph)	870	114	0	832	608	562	0	348	1269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.95	1.00		0.95	1.00	0.95		1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85		0.85	0.85
Flt Protected	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (prot)	3539	1583		3539	1759	1504		1583	1583
Flt Permitted	1.00	1.00		1.00	0.96	1.00		1.00	1.00
Satd. Flow (perm)	3539	1583		3539	1759	1504		1583	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	946	124	0	904	661	611	0	378	1379
RTOR Reduction (vph)	0	0	0	0	10	166	0	0	0
Lane Group Flow (vph)	946	124	0	904	712	384	0	378	1379
Turn Type	NA	Over		NA	Prot	Perm		Perm	Free
Protected Phases	4	2!		8	2!				
Permitted Phases						2		2!	Free
Actuated Green, G (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Effective Green, g (s)	66.0	16.0		66.0	16.0	16.0		16.0	90.0
Actuated g/C Ratio	0.73	0.18		0.73	0.18	0.18		0.18	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	2595	281		2595	312	267		281	1583
v/s Ratio Prot	0.27	0.08		0.26	c0.40				
v/s Ratio Perm						0.26		0.24	c0.87
v/c Ratio	0.36	0.44		0.35	2.28	1.44		1.35	0.87
Uniform Delay, d1	4.4	33.0		4.3	37.0	37.0		37.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.4	5.0		0.4	587.2	217.1		177.2	6.9
Delay (s)	4.8	38.0		4.7	624.2	254.1		214.2	6.9
Level of Service	A	D		A	F	F		F	A
Approach Delay (s)	8.6			4.7	464.2		51.5		
Approach LOS	A			A	F		D		

Intersection Summary			
HCM 2000 Control Delay	138.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.3%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

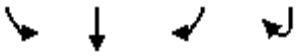


Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	438	23	1180	105	96	805	913	13	61	584	54	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95				0.95	0.95	1.00
Frt		1.00	1.00	0.85	1.00	0.92				1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00	0.95	1.00				0.95	0.96	1.00
Satd. Flow (prot)		1770	3539	1583	1770	3255				1681	1698	1583
Flt Permitted		0.50	1.00	1.00	0.95	1.00				0.57	0.96	1.00
Satd. Flow (perm)		931	3539	1583	1770	3255				1011	1698	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	476	25	1283	114	104	875	992	14	66	635	59	149
RTOR Reduction (vph)	0	0	0	58	0	0	0	0	0	0	0	123
Lane Group Flow (vph)	0	501	1283	56	104	1881	0	0	0	377	383	26
Turn Type	custom	Prot	NA	Perm	Prot	NA			Perm	Split	NA	pm+ov
Protected Phases		1	6		5	2				3	3	5
Permitted Phases	1			6					3			3
Actuated Green, G (s)		8.0	51.4	51.4	11.5	55.9				7.0	7.0	18.5
Effective Green, g (s)		8.0	51.4	51.4	11.5	55.9				7.0	7.0	18.5
Actuated g/C Ratio		0.08	0.49	0.49	0.11	0.53				0.07	0.07	0.18
Clearance Time (s)		3.0	5.0	5.0	4.0	5.0				8.0	8.0	4.0
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0				3.0	3.0	3.0
Lane Grp Cap (vph)		70	1732	774	193	1732				67	113	278
v/s Ratio Prot			0.36		0.06	c0.58					0.23	0.01
v/s Ratio Perm		c0.54		0.04						c0.37		0.01
v/c Ratio		7.16	0.74	0.07	0.54	1.19dr				5.63	3.39	0.09
Uniform Delay, d1		48.5	21.5	14.2	44.2	24.6				49.0	49.0	36.2
Progression Factor		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		2800.3	2.9	0.2	2.9	49.0				2114.3	1097.4	0.1
Delay (s)		2848.8	24.4	14.4	47.1	73.5				2163.3	1146.4	36.4
Level of Service		F	C	B	D	E				F	F	D
Approach Delay (s)			769.3			72.1					1386.2	
Approach LOS			F			E					F	

Intersection Summary			
HCM 2000 Control Delay	573.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.03		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	122.7%	ICU Level of Service	H
Analysis Period (min)	15		

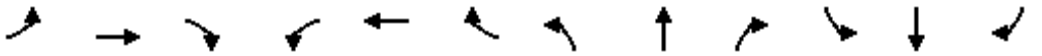
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



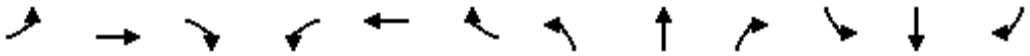
Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	57	95	11	35
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		
Lane Util. Factor	1.00	0.95		
Frt	1.00	0.95		
Flt Protected	0.95	1.00		
Satd. Flow (prot)	1770	3366		
Flt Permitted	0.95	1.00		
Satd. Flow (perm)	1770	3366		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	103	12	38
RTOR Reduction (vph)	0	31	0	0
Lane Group Flow (vph)	62	122	0	0
Turn Type	Split	NA		
Protected Phases	4	4		
Permitted Phases				
Actuated Green, G (s)	9.1	9.1		
Effective Green, g (s)	9.1	9.1		
Actuated g/C Ratio	0.09	0.09		
Clearance Time (s)	9.0	9.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	153	291		
v/s Ratio Prot	0.04	c0.04		
v/s Ratio Perm				
v/c Ratio	0.41	0.42		
Uniform Delay, d1	45.4	45.4		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.8	1.0		
Delay (s)	47.1	46.4		
Level of Service	D	D		
Approach Delay (s)		46.6		
Approach LOS		D		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1567	571	107	1611	0	0	0	0	697	16	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	
Frt		1.00	0.85	1.00	1.00					1.00	0.93	
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (prot)		3539	1583	1770	3539					1681	1610	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	
Satd. Flow (perm)		3539	1583	1770	3539					1681	1610	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1703	621	116	1751	0	0	0	0	758	17	213
RTOR Reduction (vph)	0	0	271	0	0	0	0	0	0	0	19	0
Lane Group Flow (vph)	0	1703	350	116	1751	0	0	0	0	508	461	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	2						4	
Permitted Phases			6							4		
Actuated Green, G (s)		44.3	44.3	9.7	58.0					23.0	23.0	
Effective Green, g (s)		44.3	44.3	9.7	58.0					23.0	23.0	
Actuated g/C Ratio		0.49	0.49	0.11	0.64					0.25	0.25	
Clearance Time (s)		4.6	4.6	4.0	4.6					5.3	5.3	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1724	771	188	2258					425	407	
v/s Ratio Prot		c0.48		0.07	c0.49							
v/s Ratio Perm			0.22							c0.30	0.29	
v/c Ratio		0.99	0.45	0.62	0.78					1.20	1.13	
Uniform Delay, d1		23.0	15.3	38.8	11.8					34.0	34.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		19.0	1.9	5.9	1.7					108.8	85.6	
Delay (s)		42.0	17.3	44.7	13.5					142.8	119.5	
Level of Service		D	B	D	B					F	F	
Approach Delay (s)		35.4			15.5			0.0			131.5	
Approach LOS		D			B			A			F	

Intersection Summary			
HCM 2000 Control Delay	46.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	133.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	303	2021	0	0	1082	714	495	0	212	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1770	3539			3539	1583	3433		1583			
Flt Permitted	0.17	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	321	3539			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	329	2197	0	0	1176	776	538	0	230	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	329	0	0	182	0	0	0
Lane Group Flow (vph)	329	2197	0	0	1176	447	538	0	48	0	0	0
Turn Type	Perm	NA			NA	Perm	Prot		Perm			
Protected Phases		6			2		3					
Permitted Phases	6					2			3			
Actuated Green, G (s)	51.8	51.8			51.8	51.8	18.7		18.7			
Effective Green, g (s)	51.8	51.8			51.8	51.8	18.7		18.7			
Actuated g/C Ratio	0.58	0.58			0.58	0.58	0.21		0.21			
Clearance Time (s)	5.4	5.4			5.4	5.4	5.0		5.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	184	2036			2036	911	713		328			
v/s Ratio Prot		0.62			0.33		c0.16					
v/s Ratio Perm	c1.02					0.28			0.03			
v/c Ratio	1.79	1.08			0.58	0.49	0.75		0.15			
Uniform Delay, d1	19.1	19.1			12.1	11.3	33.5		29.1			
Progression Factor	1.00	1.00			0.46	1.84	1.00		1.00			
Incremental Delay, d2	375.6	45.1			1.2	1.8	4.5		0.2			
Delay (s)	394.7	64.2			6.7	22.7	38.0		29.3			
Level of Service	F	E			A	C	D		C			
Approach Delay (s)		107.2			13.1			35.4			0.0	
Approach LOS		F			B			D			A	

Intersection Summary			
HCM 2000 Control Delay	61.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.42		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	410	2142	120	269	1883	204	137	1433	311	159	1674	340
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	446	2328	130	292	2047	222	149	1558	338	173	1820	370
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1228	68	161	1065	113	83	2390	823	128	1999	400
Arrive On Green	0.05	0.24	0.24	0.07	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1774	3410	189	1774	3228	344	178	5085	1583	237	4252	851
Grp Volume(v), veh/h	446	1197	1261	292	1105	1164	149	1558	338	173	1445	745
Grp Sat Flow(s),veh/h/ln	1774	1770	1829	1774	1770	1802	178	1695	1583	237	1695	1713
Q Serve(g_s), s	8.0	36.0	36.0	5.0	33.0	33.0	6.2	23.4	13.0	23.6	39.4	40.8
Cycle Q Clear(g_c), s	8.0	36.0	36.0	5.0	33.0	33.0	47.0	23.4	13.0	47.0	39.4	40.8
Prop In Lane	1.00		0.10	1.00		0.19	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	214	637	659	161	584	595	83	2390	823	128	1593	805
V/C Ratio(X)	2.08	1.88	1.91	1.82	1.89	1.96	1.79	0.65	0.41	1.35	0.91	0.93
Avail Cap(c_a), veh/h	214	637	659	161	584	595	83	2390	823	128	1593	805
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	37.9	37.9	30.2	28.1	28.1	49.6	20.2	14.6	44.8	24.5	24.9
Incr Delay (d2), s/veh	489.6	396.4	411.8	370.1	402.5	431.1	401.3	1.4	1.5	200.8	9.0	18.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	60.1	149.9	159.6	29.1	139.1	149.6	20.8	16.6	10.0	19.2	27.6	31.2
LnGrp Delay(d),s/veh	516.1	434.4	449.7	400.2	430.5	459.2	450.9	21.6	16.2	245.6	33.5	42.9
LnGrp LOS	F	F	F	F	F	F	F	C	B	F	C	D
Approach Vol, veh/h		2904			2561			2045			2363	
Approach Delay, s/veh		453.6			440.1			52.0			52.0	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		51.0	9.0	40.0		51.0	12.0	37.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		47.0	5.0	36.0		47.0	8.0	33.0
Max Q Clear Time (g_c+I1), s		49.0	7.0	38.0		49.0	10.0	35.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	270.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	2410	62	126	2185	106	46	180	114	70	107	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	104	2620	67	137	2375	115	50	196	124	76	116	68
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	2504	64	72	2441	117	73	188	111	100	125	63
Arrive On Green	0.71	0.71	0.71	0.94	0.94	0.94	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	132	3527	90	108	3438	165	154	897	530	253	594	300
Grp Volume(v), veh/h	104	1309	1378	137	1213	1277	370	0	0	260	0	0
Grp Sat Flow(s),veh/h/ln	132	1770	1847	108	1770	1834	1581	0	0	1147	0	0
Q Serve(g_s), s	18.4	71.0	71.0	0.0	43.3	52.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	71.0	71.0	71.0	71.0	43.3	52.6	21.0	0.0	0.0	21.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.09	0.14		0.34	0.29		0.26
Lane Grp Cap(c), veh/h	96	1256	1311	72	1256	1302	373	0	0	287	0	0
V/C Ratio(X)	1.08	1.04	1.05	1.90	0.97	0.98	0.99	0.00	0.00	0.90	0.00	0.00
Avail Cap(c_a), veh/h	96	1256	1311	72	1256	1302	373	0	0	287	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.7	14.5	14.5	38.3	2.0	2.3	40.3	0.0	0.0	39.4	0.0	0.0
Incr Delay (d2), s/veh	51.6	21.6	25.2	410.9	2.9	4.2	44.8	0.0	0.0	33.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	72.5	77.8	18.3	19.3	24.7	21.1	0.0	0.0	15.0	0.0	0.0
LnGrp Delay(d),s/veh	99.5	36.1	39.7	449.2	4.9	6.4	85.1	0.0	0.0	72.9	0.0	0.0
LnGrp LOS	F	F	F	F	A	A	F			E		
Approach Vol, veh/h		2791			2627			370			260	
Approach Delay, s/veh		40.3			28.8			85.1			72.9	
Approach LOS		D			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.0		75.0		25.0		75.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		21.0		71.0		21.0		71.0
Max Q Clear Time (g_c+I1), s		23.0		73.0		23.0		73.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	2534	41	23	2193	55	21	233	23	52	234	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	90	2754	45	25	2384	60	23	253	25	57	254	89
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	2424	39	72	2399	60	55	359	34	82	262	87
Arrive On Green	0.90	0.90	0.90	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	138	3564	58	97	3528	88	69	1498	142	171	1090	361
Grp Volume(v), veh/h	90	1364	1435	25	1191	1253	301	0	0	400	0	0
Grp Sat Flow(s),veh/h/ln	138	1770	1852	97	1770	1847	1708	0	0	1622	0	0
Q Serve(g_s), s	46.6	68.0	68.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear(g_c), s	46.6	68.0	68.0	68.0	0.0	0.0	15.7	0.0	0.0	24.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.08		0.08	0.14		0.22
Lane Grp Cap(c), veh/h	166	1203	1260	72	1203	1256	449	0	0	430	0	0
V/C Ratio(X)	0.54	1.13	1.14	0.35	0.99	1.00	0.67	0.00	0.00	0.93	0.00	0.00
Avail Cap(c_a), veh/h	166	1203	1260	72	1203	1256	449	0	0	430	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	4.8	4.8	34.0	0.0	0.0	34.6	0.0	0.0	38.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	61.1	63.8	0.3	5.7	7.1	7.8	0.0	0.0	28.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	86.1	91.7	1.1	2.6	3.3	13.4	0.0	0.0	20.7	0.0	0.0
LnGrp Delay(d),s/veh	4.1	65.8	68.6	34.3	5.7	7.1	42.4	0.0	0.0	67.0	0.0	0.0
LnGrp LOS	A	F	F	C	A	A	D			E		
Approach Vol, veh/h		2889			2469			301			400	
Approach Delay, s/veh		65.3			6.7			42.4			67.0	
Approach LOS		E			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		28.0		72.0		28.0		72.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		68.0		24.0		68.0
Max Q Clear Time (g_c+I1), s		17.7		70.0		26.0		70.0
Green Ext Time (p_c), s		2.4		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	221	2386	50	51	2203	95	41	815	45	70	903	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	240	2593	54	55	2395	103	45	886	49	76	982	163
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2057	43	72	2006	86	39	699	56	52	586	141
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	131	3546	74	113	3459	148	0	2055	163	32	1723	415
Grp Volume(v), veh/h	240	1290	1357	55	1217	1281	480	0	500	585	0	636
Grp Sat Flow(s),veh/h/ln	131	1770	1850	113	1770	1837	552	0	1666	549	0	1622
Q Serve(g_s), s	0.0	58.0	58.0	0.0	58.0	58.0	0.0	0.0	28.3	5.7	0.0	34.0
Cycle Q Clear(g_c), s	58.0	58.0	58.0	58.0	58.0	58.0	34.0	0.0	28.3	34.0	0.0	34.0
Prop In Lane	1.00		0.04	1.00		0.08	0.09		0.10	0.13		0.26
Lane Grp Cap(c), veh/h	72	1026	1073	72	1026	1065	227	0	567	227	0	551
V/C Ratio(X)	3.33	1.26	1.27	0.76	1.19	1.20	2.11	0.00	0.88	2.57	0.00	1.15
Avail Cap(c_a), veh/h	72	1026	1073	72	1026	1065	227	0	567	227	0	551
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	11.4	11.4	40.4	11.4	11.4	32.6	0.0	31.1	34.8	0.0	33.0
Incr Delay (d2), s/veh	1053.2	116.2	120.1	4.4	84.6	92.0	516.0	0.0	17.8	720.7	0.0	88.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.7	104.2	110.8	2.2	88.9	96.0	67.9	0.0	22.2	93.1	0.0	51.7
LnGrp Delay(d),s/veh	1093.6	127.6	131.5	44.8	96.0	103.5	548.7	0.0	48.9	755.5	0.0	121.5
LnGrp LOS	F	F	F	D	F	F	F		D	F		F
Approach Vol, veh/h		2887			2553			980			1221	
Approach Delay, s/veh		209.7			98.6			293.8			425.1	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.0		62.0		38.0		62.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		58.0		34.0		58.0
Max Q Clear Time (g_c+I1), s		36.0		60.0		36.0		60.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	217.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	2304	68	99	1964	218	94	1651	102	168	1487	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	172	2504	74	108	2135	237	102	1795	111	183	1616	151
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1615	47	72	1481	161	72	1628	728	72	1507	139
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	149	3511	103	121	3220	351	269	3539	1583	235	3276	303
Grp Volume(v), veh/h	172	1256	1322	108	1156	1216	102	1795	111	183	865	902
Grp Sat Flow(s),veh/h/ln	149	1770	1845	121	1770	1801	269	1770	1583	235	1770	1809
Q Serve(g_s), s	0.0	46.0	46.0	0.0	46.0	46.0	0.0	46.0	4.1	0.0	46.0	46.0
Cycle Q Clear(g_c), s	46.0	46.0	46.0	46.0	46.0	46.0	46.0	46.0	4.1	46.0	46.0	46.0
Prop In Lane	1.00		0.06	1.00		0.19	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	72	814	848	72	814	828	72	1628	728	72	814	832
V/C Ratio(X)	2.39	1.54	1.56	1.50	1.42	1.47	1.42	1.10	0.15	2.54	1.06	1.08
Avail Cap(c_a), veh/h	72	814	848	72	814	828	72	1628	728	72	814	832
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	19.4	19.4	42.4	19.4	19.4	50.0	27.0	15.7	50.0	27.0	27.0
Incr Delay (d2), s/veh	628.8	244.9	251.7	231.6	189.5	211.4	251.0	56.0	0.4	732.8	49.6	56.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	26.0	133.0	141.3	11.9	111.9	122.4	12.6	63.1	3.3	29.9	60.5	64.6
LnGrp Delay(d),s/veh	671.3	264.3	271.1	274.0	208.9	230.8	301.0	83.0	16.1	782.8	76.6	83.3
LnGrp LOS	F	F	F	F	F	F	F	F	B	F	F	F
Approach Vol, veh/h		2750			2480			2008			1950	
Approach Delay, s/veh		293.0			222.5			90.3			146.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		46.0		46.0		46.0		46.0
Max Q Clear Time (g_c+I1), s		48.0		48.0		48.0		48.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	198.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	128	2406	53	111	2238	83	96	763	99	71	514	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	139	2615	58	121	2433	90	104	829	108	77	559	108
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2089	46	72	2054	76	72	533	69	72	501	97
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	128	3540	78	110	3482	128	766	1615	210	595	1518	293
Grp Volume(v), veh/h	139	1302	1371	121	1229	1294	104	0	937	77	0	667
Grp Sat Flow(s),veh/h/ln	128	1770	1849	110	1770	1840	766	0	1826	595	0	1811
Q Serve(g_s), s	0.0	59.0	59.0	0.0	59.0	59.0	0.0	0.0	33.0	0.0	0.0	33.0
Cycle Q Clear(g_c), s	59.0	59.0	59.0	59.0	59.0	59.0	33.0	0.0	33.0	33.0	0.0	33.0
Prop In Lane	1.00		0.04	1.00		0.07	1.00		0.12	1.00		0.16
Lane Grp Cap(c), veh/h	72	1044	1091	72	1044	1086	72	0	602	72	0	598
V/C Ratio(X)	1.93	1.25	1.26	1.68	1.18	1.19	1.44	0.00	1.56	1.07	0.00	1.12
Avail Cap(c_a), veh/h	72	1044	1091	72	1044	1086	72	0	602	72	0	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	20.5	20.5	50.0	20.5	20.5	50.0	0.0	33.5	50.0	0.0	33.5
Incr Delay (d2), s/veh	423.4	112.0	116.2	311.7	80.8	87.2	262.0	0.0	258.0	126.4	0.0	73.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.8	105.6	112.4	14.8	90.2	97.0	13.0	0.0	107.5	8.1	0.0	51.4
LnGrp Delay(d),s/veh	473.4	132.5	136.7	361.7	101.3	107.7	312.0	0.0	291.5	177.9	0.0	106.5
LnGrp LOS	F	F	F	F	F	F	F		F	F		F
Approach Vol, veh/h		2812			2644			1041			744	
Approach Delay, s/veh		151.4			116.3			293.5			113.9	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		63.0		37.0		63.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		33.0		59.0		33.0		59.0
Max Q Clear Time (g_c+I1), s		35.0		61.0		35.0		61.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	155.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	119	2302	32	34	2248	58	9	12	10	176	11	161
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	129	2502	35	37	2443	63	10	13	11	191	12	175
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	2001	28	72	1974	51	93	120	102	246	14	207
Arrive On Green	0.74	0.74	0.74	0.56	0.56	0.56	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	130	3574	50	126	3526	91	511	665	562	1774	103	1496
Grp Volume(v), veh/h	129	1236	1301	37	1221	1285	34	0	0	191	0	187
Grp Sat Flow(s),veh/h/ln	130	1770	1854	126	1770	1847	1738	0	0	1774	0	1599
Q Serve(g_s), s	0.0	56.0	56.0	0.0	56.0	56.0	1.6	0.0	0.0	10.4	0.0	11.4
Cycle Q Clear(g_c), s	56.0	56.0	56.0	56.0	56.0	56.0	1.6	0.0	0.0	10.4	0.0	11.4
Prop In Lane	1.00		0.03	1.00		0.05	0.29		0.32	1.00		0.94
Lane Grp Cap(c), veh/h	72	991	1038	72	991	1034	315	0	0	246	0	222
V/C Ratio(X)	1.79	1.25	1.25	0.51	1.23	1.24	0.11	0.00	0.00	0.78	0.00	0.84
Avail Cap(c_a), veh/h	72	991	1038	72	991	1034	315	0	0	284	0	256
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	12.8	12.8	50.0	22.0	22.0	34.2	0.0	0.0	41.6	0.0	42.0
Incr Delay (d2), s/veh	361.3	112.1	114.7	0.6	105.3	110.0	0.7	0.0	0.0	11.1	0.0	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.6	99.4	105.3	1.5	97.1	103.6	1.5	0.0	0.0	9.8	0.0	10.4
LnGrp Delay(d),s/veh	402.0	124.8	127.4	50.6	127.3	132.0	34.9	0.0	0.0	52.7	0.0	61.8
LnGrp LOS	F	F	F	D	F	F	C			D		E
Approach Vol, veh/h		2666			2543			34			378	
Approach Delay, s/veh		139.5			128.5			34.9			57.2	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.1		60.0		17.9		60.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		3.6		58.0		13.4		58.0
Green Ext Time (p_c), s		0.1		0.0		0.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	128.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	2290	139	66	2086	39	0	558	264	0	549	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	71	2489	151	72	2267	42	0	607	287	0	597	120
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	72	1832	110	72	1920	35	0	455	215	0	572	115
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.00	0.38	0.38	0.00	0.38	0.38
Sat Flow, veh/h	158	3393	204	114	3555	66	0	1197	566	0	1506	303
Grp Volume(v), veh/h	71	1286	1354	72	1125	1184	0	0	894	0	0	717
Grp Sat Flow(s),veh/h/ln	158	1770	1827	114	1770	1851	0	0	1763	0	0	1809
Q Serve(g_s), s	0.0	54.0	54.0	0.0	54.0	54.0	0.0	0.0	38.0	0.0	0.0	38.0
Cycle Q Clear(g_c), s	54.0	54.0	54.0	54.0	54.0	54.0	0.0	0.0	38.0	0.0	0.0	38.0
Prop In Lane	1.00		0.11	1.00		0.04	0.00		0.32	0.00		0.17
Lane Grp Cap(c), veh/h	72	956	986	72	956	1000	0	0	670	0	0	688
V/C Ratio(X)	0.99	1.35	1.37	1.00	1.18	1.18	0.00	0.00	1.33	0.00	0.00	1.04
Avail Cap(c_a), veh/h	72	956	986	72	956	1000	0	0	670	0	0	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.21	0.21	0.21	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	23.0	23.0	50.0	23.0	23.0	0.0	0.0	31.0	0.0	0.0	31.0
Incr Delay (d2), s/veh	28.3	156.3	168.2	48.6	82.3	85.4	0.0	0.0	160.6	0.0	0.0	46.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	116.6	125.8	4.2	85.2	90.5	0.0	0.0	86.9	0.0	0.0	49.8
LnGrp Delay(d),s/veh	78.3	179.3	191.2	98.6	105.3	108.4	0.0	0.0	191.6	0.0	0.0	77.0
LnGrp LOS	E	F	F	F	F	F			F			F
Approach Vol, veh/h		2711			2381			894			717	
Approach Delay, s/veh		182.6			106.6			191.6			77.0	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.0		58.0		42.0		58.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		38.0		54.0		38.0		54.0
Max Q Clear Time (g_c+I1), s		40.0		56.0		40.0		56.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	145.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	2327	83	134	1963	40	0	1010	131	0	826	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	99	2529	90	146	2134	43	0	1098	142	0	898	111
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	115	2267	80	72	2307	46	0	851	110	0	856	106
Arrive On Green	0.65	0.65	0.65	0.86	0.86	0.86	0.00	0.27	0.27	0.00	0.27	0.27
Sat Flow, veh/h	180	3487	123	116	3549	71	0	3246	407	0	3264	392
Grp Volume(v), veh/h	99	1276	1343	146	1061	1116	0	615	625	0	501	508
Grp Sat Flow(s),veh/h/ln	180	1770	1841	116	1770	1850	0	1770	1791	0	1770	1794
Q Serve(g_s), s	23.6	65.0	65.0	0.0	40.0	41.4	0.0	27.0	27.0	0.0	27.0	27.0
Cycle Q Clear(g_c), s	65.0	65.0	65.0	65.0	40.0	41.4	0.0	27.0	27.0	0.0	27.0	27.0
Prop In Lane	1.00		0.07	1.00		0.04	0.00		0.23	0.00		0.22
Lane Grp Cap(c), veh/h	115	1150	1197	72	1150	1203	0	478	484	0	478	484
V/C Ratio(X)	0.86	1.11	1.12	2.03	0.92	0.93	0.00	1.29	1.29	0.00	1.05	1.05
Avail Cap(c_a), veh/h	115	1150	1197	72	1150	1203	0	478	484	0	478	484
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	17.5	17.5	39.3	5.1	5.2	0.0	36.5	36.5	0.0	36.5	36.5
Incr Delay (d2), s/veh	6.4	50.6	56.3	466.9	1.4	1.5	0.0	144.7	146.1	0.0	54.5	54.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	82.8	89.3	20.4	20.7	22.2	0.0	58.2	59.3	0.0	36.7	37.1
LnGrp Delay(d),s/veh	51.4	68.1	73.8	506.2	6.5	6.7	0.0	181.2	182.6	0.0	91.0	90.8
LnGrp LOS	D	F	F	F	A	A		F	F		F	F
Approach Vol, veh/h		2718			2323			1240			1009	
Approach Delay, s/veh		70.3			38.0			181.9			90.9	
Approach LOS		E			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		69.0		31.0		69.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0		65.0		27.0		65.0
Max Q Clear Time (g_c+I1), s		29.0		67.0		29.0		67.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	81.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	335	2100	86	220	2077	109	78	1144	283	117	1245	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	364	2283	93	239	2258	118	85	1243	308	127	1353	82
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1593	712	178	1438	74	143	1026	554	143	983	59
Arrive On Green	0.09	0.45	0.45	0.06	0.42	0.42	0.04	0.29	0.29	0.04	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	1774	3424	177	1774	3539	1583	1774	3391	205
Grp Volume(v), veh/h	364	2283	93	239	1158	1218	85	1243	308	127	705	730
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1831	1774	1770	1583	1774	1770	1827
Q Serve(g_s), s	9.0	45.0	3.4	6.0	42.0	42.0	3.4	29.0	15.7	4.0	29.0	29.0
Cycle Q Clear(g_c), s	9.0	45.0	3.4	6.0	42.0	42.0	3.4	29.0	15.7	4.0	29.0	29.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	232	1593	712	178	743	769	143	1026	554	143	513	530
V/C Ratio(X)	1.57	1.43	0.13	1.34	1.56	1.58	0.59	1.21	0.56	0.89	1.37	1.38
Avail Cap(c_a), veh/h	232	1593	712	178	743	769	143	1026	554	143	513	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	27.5	16.1	24.8	29.0	29.0	27.8	35.5	26.2	32.7	35.5	35.5
Incr Delay (d2), s/veh	259.0	195.4	0.0	156.7	251.5	263.5	6.5	104.2	4.0	44.0	179.9	182.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.2	112.4	2.1	22.7	124.7	133.3	3.4	52.1	11.9	5.9	71.6	74.5
LnGrp Delay(d),s/veh	288.2	222.9	16.1	181.5	280.5	292.5	34.3	139.7	30.2	76.7	215.4	217.6
LnGrp LOS	F	F	B	F	F	F	C	F	C	E	F	F
Approach Vol, veh/h		2740			2615			1636			1562	
Approach Delay, s/veh		224.5			277.0			113.6			205.1	
Approach LOS		F			F			F			F	

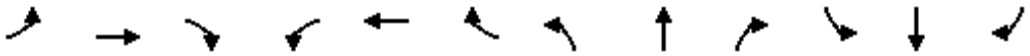
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	33.0	10.0	49.0	8.0	33.0	13.0	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	29.0	6.0	45.0	4.0	29.0	9.0	42.0
Max Q Clear Time (g_c+I1), s	6.0	31.0	8.0	47.0	5.4	31.0	11.0	44.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	215.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1416	1059	78	2368	85	0	0	0	132	41	18
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	14	1539	1151	85	2574	92				143	45	20
Adj No. of Lanes	0	2	1	1	2	0				0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	44	2517	1203	154	2650	94				195	61	27
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.16	0.16	0.16
Sat Flow, veh/h	10	3312	1583	108	3487	124				1218	383	170
Grp Volume(v), veh/h	833	720	1151	85	1299	1367				208	0	0
Grp Sat Flow(s),veh/h/ln	1711	1610	1583	108	1770	1841				1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	76.0	0.0	0.0				11.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	76.0	0.0	0.0				11.2	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.07				0.69		0.10
Lane Grp Cap(c), veh/h	1337	1224	1203	154	1345	1399				283	0	0
V/C Ratio(X)	0.62	0.59	0.96	0.55	0.97	0.98				0.73	0.00	0.00
Avail Cap(c_a), veh/h	1337	1224	1203	154	1345	1399				283	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	1.3	0.0	0.0				40.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	2.5	0.4	2.7	3.6				15.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	1.3	2.0	1.5	2.0				11.0	0.0	0.0
LnGrp Delay(d),s/veh	0.1	0.1	2.5	1.7	2.7	3.6				55.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				E		
Approach Vol, veh/h		2704			2751						208	
Approach Delay, s/veh		1.1			3.1						55.5	
Approach LOS		A			A						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				80.0		20.0		80.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s				2.0		13.2		78.0
Green Ext Time (p_c), s				73.6		0.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1507	0	0	1199	44	1257	126	114	28	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95			1.00	
Frt	1.00	1.00			0.99		1.00	0.98			0.90	
Flt Protected	0.95	1.00			1.00		0.95	0.97			0.99	
Satd. Flow (prot)	1770	3539			3520		1681	1672			1660	
Flt Permitted	0.10	1.00			1.00		0.71	0.75			0.56	
Satd. Flow (perm)	191	3539			3520		1261	1293			944	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	1638	0	0	1303	48	1366	137	124	30	0	73
RTOR Reduction (vph)	0	0	0	0	2	0	0	1	0	0	5	0
Lane Group Flow (vph)	25	1638	0	0	1349	0	820	806	0	0	98	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	39.0	39.0			39.0		53.0	53.0			53.0	
Effective Green, g (s)	39.0	39.0			39.0		53.0	53.0			53.0	
Actuated g/C Ratio	0.39	0.39			0.39		0.53	0.53			0.53	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	74	1380			1372		668	685			500	
v/s Ratio Prot		c0.46			0.38							
v/s Ratio Perm	0.13						c0.65	0.62			0.10	
v/c Ratio	0.34	1.19			0.98		1.23	1.18			0.20	
Uniform Delay, d1	21.4	30.5			30.2		23.5	23.5			12.3	
Progression Factor	0.83	0.79			1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.7	89.0			20.2		115.3	94.0			0.9	
Delay (s)	19.4	113.0			50.3		138.8	117.5			13.2	
Level of Service	B	F			D		F	F			B	
Approach Delay (s)		111.6			50.3			128.2			13.2	
Approach LOS		F			D			F			B	

Intersection Summary			
HCM 2000 Control Delay	97.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	50.7

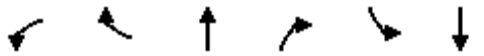
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	11	507	0	935	1134	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	551	0	1016	1233	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1640	616	1233	0	-	0
Stage 1	1233	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	146	~ 372	302	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	146	~ 372	302	-	-	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	253	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	302	-	146	372	-	-
HCM Lane V/C Ratio	-	-	0.082	1.481	-	-
HCM Control Delay (s)	0	-	31.8	257.8	-	-
HCM Lane LOS	A	-	D	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	29.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	954	68	99	2082
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1037	74	108	2263
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.93					
vC, conflicting volume	2421	383			1111	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2376	383			1111	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			83	
cM capacity (veh/h)	22	615			624	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	415	415	281	108	1132	1132
Volume Left	0	0	0	108	0	0
Volume Right	0	0	74	0	0	0
cSH	1700	1700	1700	624	1700	1700
Volume to Capacity	0.24	0.24	0.17	0.17	0.67	0.67
Queue Length 95th (ft)	0	0	0	15	0	0
Control Delay (s)	0.0	0.0	0.0	12.0	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.5		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	282	42	89	200
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	307	46	97	217
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	632	176			352	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	632	176			352	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			92	
cM capacity (veh/h)	380	837			1203	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	204	148	97	109	109
Volume Left	0	0	97	0	0
Volume Right	0	46	0	0	0
cSH	1700	1700	1203	1700	1700
Volume to Capacity	0.12	0.09	0.08	0.06	0.06
Queue Length 95th (ft)	0	0	7	0	0
Control Delay (s)	0.0	0.0	8.3	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		2.5		
Approach LOS					

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	188	87	532	0	0	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	95	578	0	0	448

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	802	289	0	0	578	0
Stage 1	578	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	322	708	-	-	992	-
Stage 1	524	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	322	708	-	-	992	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	322	708	992	-
HCM Lane V/C Ratio	-	-	0.635	0.134	-	-
HCM Control Delay (s)	-	-	33.7	10.9	0	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	4.1	0.5	0	-

Intersection	
Int Delay, s/veh	19.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	210	24	543	0	0	0	0	335	28	24	574	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	228	26	590	0	0	0	0	364	30	26	624	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	858	1071	312				624	0	0	395	0	0
Stage 1	676	676	-				-	-	-	-	-	-
Stage 2	182	395	-				-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94				4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-				-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32				2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	296	219	684				953	-	-	1160	-	-
Stage 1	467	451	-				-	-	-	-	-	-
Stage 2	831	603	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	286	0	684				953	-	-	1160	-	-
Mov Cap-2 Maneuver	286	0	-				-	-	-	-	-	-
Stage 1	451	0	-				-	-	-	-	-	-
Stage 2	831	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.3	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	286	684	1160	-	-
HCM Lane V/C Ratio	-	-	-	0.844	0.882	0.022	-	-
HCM Control Delay (s)	0	-	-	60	36.6	8.2	0.1	-
HCM Lane LOS	A	-	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	7.1	10.8	0.1	-	-

Intersection	
Intersection Delay, s/veh	18.1
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	22	0	34	0	0	865	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	24	0	37	0	0	940	43
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	8.3	18.7
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	22	577	328
LT Vol	34	0	0	0
Through Vol	0	0	577	288
RT Vol	0	22	0	40
Lane Flow Rate	37	24	627	357
Geometry Grp	5	2	7	7
Degree of Util (X)	0.052	0.034	0.8	0.447
Departure Headway (Hd)	5.038	5.111	4.594	4.509
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	704	790	796
Service Time	3.045	3.114	2.331	2.245
HCM Lane V/C Ratio	0.052	0.034	0.794	0.448
HCM Control Delay	8.3	8.3	23.1	10.9
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.2	0.1	8.4	2.3

Intersection	
Intersection Delay, s/veh	32.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	59	22	254	0	175	0	69	0	0	325	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	24	276	0	190	0	75	0	0	353	34
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	19.7	24	37.7
HCM LOS	C	C	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	73%	0%	72%	3%
Vol Thru, %	91%	27%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	81	254	244	383
LT Vol	0	59	0	175	10
Through Vol	325	22	0	0	373
RT Vol	31	0	254	69	0
Lane Flow Rate	387	88	276	265	416
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.824	0.217	0.597	0.616	0.882
Departure Headway (Hd)	7.667	8.885	7.782	8.364	7.626
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	472	403	464	430	475
Service Time	5.732	6.649	5.545	6.435	5.686
HCM Lane V/C Ratio	0.82	0.218	0.595	0.616	0.876
HCM Control Delay	37.7	14.1	21.5	24	45.4
HCM Lane LOS	E	B	C	C	E
HCM 95th-tile Q	7.9	0.8	3.8	4	9.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	373	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	405	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	45.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1448	318	74	2071	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1574	346	80	2251	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			1920		2658	697
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1415		2298	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			80		100	100
cM capacity (veh/h)			399		22	907

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	630	630	660	80	750	750	750
Volume Left	0	0	0	80	0	0	0
Volume Right	0	0	346	0	0	0	0
cSH	1700	1700	1700	399	1700	1700	1700
Volume to Capacity	0.37	0.37	0.39	0.20	0.44	0.44	0.44
Queue Length 95th (ft)	0	0	0	19	0	0	0
Control Delay (s)	0.0	0.0	0.0	16.3	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.6			
Approach LOS							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

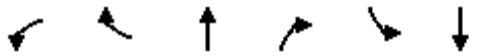
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	7	405	0	2044	284	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	440	0	2222	309	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1198	154	309	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	247	735	832	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	247	735	832	-	-	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	328	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	832	-	247	735	-	-
HCM Lane V/C Ratio	-	-	0.031	0.599	-	-
HCM Control Delay (s)	0	-	20	16.9	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	4	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2006	54	36	1064
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2180	59	39	1157
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	2866	756			2239	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2866	756			2239	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			83	
cM capacity (veh/h)	11	351			228	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	872	872	495	39	578	578
Volume Left	0	0	0	39	0	0
Volume Right	0	0	59	0	0	0
cSH	1700	1700	1700	228	1700	1700
Volume to Capacity	0.51	0.51	0.29	0.17	0.34	0.34
Queue Length 95th (ft)	0	0	0	15	0	0
Control Delay (s)	0.0	0.0	0.0	24.1	0.0	0.0
Lane LOS				C		
Approach Delay (s)	0.0			0.8		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	661	88	73	121
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	718	96	79	132
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	991	407			814	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	991	407			814	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			90	
cM capacity (veh/h)	219	593			809	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	479	335	79	66	66
Volume Left	0	0	79	0	0
Volume Right	0	96	0	0	0
cSH	1700	1700	809	1700	1700
Volume to Capacity	0.28	0.20	0.10	0.04	0.04
Queue Length 95th (ft)	0	0	8	0	0
Control Delay (s)	0.0	0.0	9.9	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.7		
Approach LOS					

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	48	82	1011	0	0	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	89	1099	0	0	298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1248	549	0	0	1099	0
Stage 1	1099	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	165	480	-	-	631	-
Stage 1	281	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	165	480	-	-	631	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	165	480	631	-
HCM Lane V/C Ratio	-	-	0.316	0.186	-	-
HCM Control Delay (s)	-	-	36.6	14.2	0	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.7	0	-

Intersection	
Int Delay, s/veh	11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	266	13	274	0	0	0	0	723	15	11	309	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	289	14	298	0	0	0	0	786	16	12	336	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	753	1162	168	336	0	0	802	0	0
Stage 1	360	360	-	-	-	-	-	-	-
Stage 2	393	802	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	346	194	847	1220	-	-	817	-	-
Stage 1	677	625	-	-	-	-	-	-	-
Stage 2	651	395	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	340	0	847	1220	-	-	817	-	-
Mov Cap-2 Maneuver	340	0	-	-	-	-	-	-	-
Stage 1	665	0	-	-	-	-	-	-	-
Stage 2	651	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.1	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1220	-	-	340	847	817	-	-
HCM Lane V/C Ratio	-	-	-	0.871	0.36	0.015	-	-
HCM Control Delay (s)	0	-	-	57.2	11.6	9.5	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	8.2	1.6	0	-	-

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	109	0	0	658	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	118	0	0	715	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.2	8.9	12.9
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	24	439	222
LT Vol	109	0	0	0
Through Vol	0	0	439	219
RT Vol	0	24	0	3
Lane Flow Rate	118	26	477	242
Geometry Grp	5	2	7	7
Degree of Util (X)	0.162	0.036	0.614	0.311
Departure Headway (Hd)	4.913	4.972	4.638	4.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	723	772	771
Service Time	2.92	2.98	2.397	2.387
HCM Lane V/C Ratio	0.161	0.036	0.618	0.314
HCM Control Delay	8.9	8.2	14.6	9.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.6	0.1	4.3	1.3

Intersection	
Intersection Delay, s/veh	20.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	14	9	75	0	78	0	31	0	0	545	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	10	82	0	85	0	34	0	0	592	43
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11	13.2	17.1
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	61%	0%	72%	3%
Vol Thru, %	100%	82%	39%	0%	0%	97%
Vol Right, %	0%	18%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	363	222	23	75	109	429
LT Vol	0	0	14	0	78	15
Through Vol	363	182	9	0	0	414
RT Vol	0	40	0	75	31	0
Lane Flow Rate	395	241	25	82	118	466
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.662	0.395	0.055	0.157	0.249	0.802
Departure Headway (Hd)	6.032	5.903	7.972	6.939	7.562	6.194
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	596	607	447	513	472	583
Service Time	3.797	3.669	5.766	4.732	5.655	4.256
HCM Lane V/C Ratio	0.663	0.397	0.056	0.16	0.25	0.799
HCM Control Delay	19.9	12.5	11.2	11	13.2	29.8
HCM Lane LOS	C	B	B	B	B	D
HCM 95th-tile Q	4.9	1.9	0.2	0.6	1	7.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	15	414	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	450	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	29.8
HCM LOS	D

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1867	522	65	1449	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2029	567	71	1575	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			2597		2979	960
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1472		2081	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			75		100	100
cM capacity (veh/h)			285		22	682

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	812	812	973	71	525	525	525
Volume Left	0	0	0	71	0	0	0
Volume Right	0	0	567	0	0	0	0
cSH	1700	1700	1700	285	1700	1700	1700
Volume to Capacity	0.48	0.48	0.57	0.25	0.31	0.31	0.31
Queue Length 95th (ft)	0	0	0	24	0	0	0
Control Delay (s)	0.0	0.0	0.0	21.7	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.9			
Approach LOS							

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	53.2

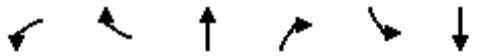
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	11	513	0	964	1145	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	558	0	1048	1245	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1664	622	1245	0	-	0
Stage 1	1245	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	141	~ 368	298	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	~ 368	298	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	267.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	298	-	141	368	-	-
HCM Lane V/C Ratio	-	-	0.085	1.515	-	-
HCM Control Delay (s)	0	-	32.9	272.5	-	-
HCM Lane LOS	A	-	D	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	30.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	983	68	99	2105
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1068	74	108	2288
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.93					
vC, conflicting volume	2465	393			1142	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2422	393			1142	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			82	
cM capacity (veh/h)	20	606			607	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	427	427	288	108	1144	1144
Volume Left	0	0	0	108	0	0
Volume Right	0	0	74	0	0	0
cSH	1700	1700	1700	607	1700	1700
Volume to Capacity	0.25	0.25	0.17	0.18	0.67	0.67
Queue Length 95th (ft)	0	0	0	16	0	0
Control Delay (s)	0.0	0.0	0.0	12.2	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.5		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	283	42	89	202
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	308	46	97	220
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	634	177			353	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	634	177			353	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			92	
cM capacity (veh/h)	378	836			1202	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	205	148	97	110	110
Volume Left	0	0	97	0	0
Volume Right	0	46	0	0	0
cSH	1700	1700	1202	1700	1700
Volume to Capacity	0.12	0.09	0.08	0.06	0.06
Queue Length 95th (ft)	0	0	7	0	0
Control Delay (s)	0.0	0.0	8.3	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		2.5		
Approach LOS					

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	20.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	188	87	539	0	0	418
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	95	586	0	0	454

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	813	293	0	0	586	0
Stage 1	586	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	316	703	-	-	985	-
Stage 1	519	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	316	703	-	-	985	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	316	703	985	-
HCM Lane V/C Ratio	-	-	0.647	0.135	-	-
HCM Control Delay (s)	-	-	35.1	10.9	0	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	4.2	0.5	0	-

Intersection	
Int Delay, s/veh	19.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	210	24	543	0	0	0	0	342	28	24	580	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	228	26	590	0	0	0	0	372	30	26	630	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	869	1085	315	630	0	0	402	0	0
Stage 1	683	683	-	-	-	-	-	-	-
Stage 2	186	402	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	291	215	681	948	-	-	1153	-	-
Stage 1	463	447	-	-	-	-	-	-	-
Stage 2	827	599	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	281	0	681	948	-	-	1153	-	-
Mov Cap-2 Maneuver	281	0	-	-	-	-	-	-	-
Stage 1	447	0	-	-	-	-	-	-	-
Stage 2	827	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	44.6	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	281	681	1153	-	-
HCM Lane V/C Ratio	-	-	-	0.859	0.886	0.023	-	-
HCM Control Delay (s)	0	-	-	63.2	37.2	8.2	0.1	-
HCM Lane LOS	A	-	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	7.4	10.9	0.1	-	-

Intersection	
Intersection Delay, s/veh	18.1
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	22	0	34	0	0	865	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	24	0	37	0	0	940	43
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	8.3	18.7
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	22	577	328
LT Vol	34	0	0	0
Through Vol	0	0	577	288
RT Vol	0	22	0	40
Lane Flow Rate	37	24	627	357
Geometry Grp	5	2	7	7
Degree of Util (X)	0.052	0.034	0.8	0.447
Departure Headway (Hd)	5.038	5.111	4.594	4.509
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	704	790	796
Service Time	3.045	3.114	2.331	2.245
HCM Lane V/C Ratio	0.052	0.034	0.794	0.448
HCM Control Delay	8.3	8.3	23.1	10.9
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.2	0.1	8.4	2.3

Intersection	
Intersection Delay, s/veh	32.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	59	22	254	0	175	0	69	0	0	325	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	24	276	0	190	0	75	0	0	353	34
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	19.7	24	37.7
HCM LOS	C	C	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	73%	0%	72%	3%
Vol Thru, %	91%	27%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	81	254	244	383
LT Vol	0	59	0	175	10
Through Vol	325	22	0	0	373
RT Vol	31	0	254	69	0
Lane Flow Rate	387	88	276	265	416
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.824	0.217	0.597	0.616	0.882
Departure Headway (Hd)	7.667	8.885	7.782	8.364	7.626
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	472	403	464	430	475
Service Time	5.732	6.649	5.545	6.435	5.686
HCM Lane V/C Ratio	0.82	0.218	0.595	0.616	0.876
HCM Control Delay	37.7	14.1	21.5	24	45.4
HCM Lane LOS	E	B	C	C	E
HCM 95th-tile Q	7.9	0.8	3.8	4	9.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	373	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	405	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	45.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1468	342	74	2101	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1596	372	80	2284	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			1967		2704	718
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1434		2325	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			79		100	100
cM capacity (veh/h)			388		20	896

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	638	638	691	80	761	761	761
Volume Left	0	0	0	80	0	0	0
Volume Right	0	0	372	0	0	0	0
cSH	1700	1700	1700	388	1700	1700	1700
Volume to Capacity	0.38	0.38	0.41	0.21	0.45	0.45	0.45
Queue Length 95th (ft)	0	0	0	19	0	0	0
Control Delay (s)	0.0	0.0	0.0	16.7	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.6			
Approach LOS							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

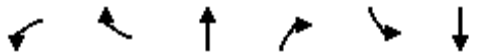
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	7	418	0	2075	303	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	454	0	2255	329	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1231	165	329	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	237	723	814	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	723	814	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0
HCM LOS	C		

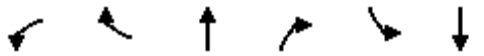
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	814	-	237	723	-	-
HCM Lane V/C Ratio	-	-	0.032	0.628	-	-
HCM Control Delay (s)	0	-	20.7	18	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	4.5	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2037	54	36	1109
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2214	59	39	1205
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	2924	767			2273	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2924	767			2273	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			82	
cM capacity (veh/h)	10	345			221	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	886	886	502	39	603	603
Volume Left	0	0	0	39	0	0
Volume Right	0	0	59	0	0	0
cSH	1700	1700	1700	221	1700	1700
Volume to Capacity	0.52	0.52	0.30	0.18	0.35	0.35
Queue Length 95th (ft)	0	0	0	16	0	0
Control Delay (s)	0.0	0.0	0.0	24.8	0.0	0.0
Lane LOS				C		
Approach Delay (s)	0.0			0.8		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	663	88	73	124
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	721	96	79	135
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	995	408			816	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	995	408			816	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			90	
cM capacity (veh/h)	218	592			807	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	480	336	79	67	67
Volume Left	0	0	79	0	0
Volume Right	0	96	0	0	0
cSH	1700	1700	807	1700	1700
Volume to Capacity	0.28	0.20	0.10	0.04	0.04
Queue Length 95th (ft)	0	0	8	0	0
Control Delay (s)	0.0	0.0	9.9	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.7		
Approach LOS					

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	48	82	1020	0	0	286
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	89	1109	0	0	311

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1264	554	0	0	1109	0
Stage 1	1109	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	161	476	-	-	625	-
Stage 1	277	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	161	476	-	-	625	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	161	476	625	-
HCM Lane V/C Ratio	-	-	0.324	0.187	-	-
HCM Control Delay (s)	-	-	37.7	14.3	0	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.7	0	-

Intersection	
Int Delay, s/veh	14.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	266	13	274	0	0	0	0	832	15	11	321	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	289	14	298	0	0	0	0	904	16	12	349	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	825	1294	174	349	0	0	921	0	0
Stage 1	373	373	-	-	-	-	-	-	-
Stage 2	452	921	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	311	161	839	1207	-	-	737	-	-
Stage 1	666	617	-	-	-	-	-	-	-
Stage 2	608	347	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	305	0	839	1207	-	-	737	-	-
Mov Cap-2 Maneuver	305	0	-	-	-	-	-	-	-
Stage 1	653	0	-	-	-	-	-	-	-
Stage 2	608	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	46.5	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1207	-	-	305	839	737	-	-
HCM Lane V/C Ratio	-	-	-	0.971	0.363	0.016	-	-
HCM Control Delay (s)	0	-	-	82.4	11.7	10	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	10	1.7	0	-	-

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	109	0	0	658	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	118	0	0	715	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.2	8.9	12.9
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	24	439	222
LT Vol	109	0	0	0
Through Vol	0	0	439	219
RT Vol	0	24	0	3
Lane Flow Rate	118	26	477	242
Geometry Grp	5	2	7	7
Degree of Util (X)	0.162	0.036	0.614	0.311
Departure Headway (Hd)	4.913	4.972	4.638	4.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	723	772	771
Service Time	2.92	2.98	2.397	2.387
HCM Lane V/C Ratio	0.161	0.036	0.618	0.314
HCM Control Delay	8.9	8.2	14.6	9.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.6	0.1	4.3	1.3

Intersection	
Intersection Delay, s/veh	20.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	14	9	75	0	78	0	31	0	0	545	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	10	82	0	85	0	34	0	0	592	43
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11	13.2	17.1
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	61%	0%	72%	3%
Vol Thru, %	100%	82%	39%	0%	0%	97%
Vol Right, %	0%	18%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	363	222	23	75	109	429
LT Vol	0	0	14	0	78	15
Through Vol	363	182	9	0	0	414
RT Vol	0	40	0	75	31	0
Lane Flow Rate	395	241	25	82	118	466
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.662	0.395	0.055	0.157	0.249	0.802
Departure Headway (Hd)	6.032	5.903	7.972	6.939	7.562	6.194
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	596	607	447	513	472	583
Service Time	3.797	3.669	5.766	4.732	5.655	4.256
HCM Lane V/C Ratio	0.663	0.397	0.056	0.16	0.25	0.799
HCM Control Delay	19.9	12.5	11.2	11	13.2	29.8
HCM Lane LOS	C	B	B	B	B	D
HCM 95th-tile Q	4.9	1.9	0.2	0.6	1	7.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	15	414	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	450	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	29.8
HCM LOS	D

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1889	543	65	1509	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2053	590	71	1640	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.61		0.61	0.61
vC, conflicting volume			2643		3036	980
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1467		2109	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			75		100	100
cM capacity (veh/h)			279		20	664

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	821	821	1001	71	547	547	547
Volume Left	0	0	0	71	0	0	0
Volume Right	0	0	590	0	0	0	0
cSH	1700	1700	1700	279	1700	1700	1700
Volume to Capacity	0.48	0.48	0.59	0.25	0.32	0.32	0.32
Queue Length 95th (ft)	0	0	0	24	0	0	0
Control Delay (s)	0.0	0.0	0.0	22.2	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.9			
Approach LOS							

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	91.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	589	0	1070	1273	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	640	0	1163	1384	0

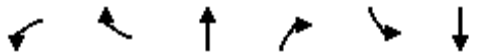
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1849	692	1384	0	-	0
Stage 1	1384	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	113	~ 331	254	-	-	-
Stage 1	140	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	~ 331	254	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	140	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 449.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	254	-	113	331	-	-
HCM Lane V/C Ratio	-	-	0.115	1.934	-	-
HCM Control Delay (s)	0	-	41	$ 457.7	-	-
HCM Lane LOS	A	-	E	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	44.1	-	-

Notes

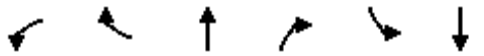
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	1091	78	106	2381
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1186	85	115	2588
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.91					
vC, conflicting volume	2753	438			1271	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2727	438			1271	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			79	
cM capacity (veh/h)	12	567			543	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	474	474	322	115	1294	1294
Volume Left	0	0	0	115	0	0
Volume Right	0	0	85	0	0	0
cSH	1700	1700	1700	543	1700	1700
Volume to Capacity	0.28	0.28	0.19	0.21	0.76	0.76
Queue Length 95th (ft)	0	0	0	20	0	0
Control Delay (s)	0.0	0.0	0.0	13.4	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.6		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	356	83	113	216
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	387	90	123	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	795	239			477	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	795	239			477	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			89	
cM capacity (veh/h)	288	763			1081	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	258	219	123	117	117
Volume Left	0	0	123	0	0
Volume Right	0	90	0	0	0
cSH	1700	1700	1081	1700	1700
Volume to Capacity	0.15	0.13	0.11	0.07	0.07
Queue Length 95th (ft)	0	0	10	0	0
Control Delay (s)	0.0	0.0	8.8	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.0		
Approach LOS					

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	13.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	236	106	597	0	0	448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	115	649	0	0	487

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	892	324	0	0	649	0
Stage 1	649	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	281	672	-	-	933	-
Stage 1	482	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	281	672	-	-	933	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	54.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	281	672	933	-
HCM Lane V/C Ratio	-	-	0.913	0.171	-	-
HCM Control Delay (s)	-	-	73.4	11.5	0	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	8.4	0.6	0	-

Intersection	
Int Delay, s/veh	43.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	225	26	627	0	0	0	0	386	30	26	655	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	245	28	682	0	0	0	0	420	33	28	712	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	978	1220	356	712	0	0	452	0	0
Stage 1	768	768	-	-	-	-	-	-	-
Stage 2	210	452	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	248	179	~ 640	884	-	-	1105	-	-
Stage 1	418	409	-	-	-	-	-	-	-
Stage 2	805	569	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 238	0	~ 640	884	-	-	1105	-	-
Mov Cap-2 Maneuver	~ 238	0	-	-	-	-	-	-	-
Stage 1	400	0	-	-	-	-	-	-	-
Stage 2	805	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	97.5	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	238	640	1105	-	-
HCM Lane V/C Ratio	-	-	-	1.087	1.087	0.026	-	-
HCM Control Delay (s)	0	-	-	127.9	86.2	8.3	0.2	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	11.2	20	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	22.9
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	37	0	0	948	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	40	0	0	1030	47
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	8.4	23.8
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	24	632	359
LT Vol	37	0	0	0
Through Vol	0	0	632	316
RT Vol	0	24	0	43
Lane Flow Rate	40	26	687	390
Geometry Grp	5	2	7	7
Degree of Util (X)	0.057	0.038	0.878	0.49
Departure Headway (Hd)	5.088	5.209	4.6	4.516
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	691	783	796
Service Time	3.096	3.212	2.342	2.258
HCM Lane V/C Ratio	0.057	0.038	0.877	0.49
HCM Control Delay	8.4	8.4	30.8	11.6
HCM Lane LOS	A	A	D	B
HCM 95th-tile Q	0.2	0.1	11.1	2.7

Intersection	
Intersection Delay, s/veh	49.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	63	24	274	0	187	0	74	0	0	354	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	26	298	0	203	0	80	0	0	385	36
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	24.4	30.6	61.4
HCM LOS	C	D	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	72%	0%	72%	3%
Vol Thru, %	91%	28%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	387	87	274	261	420
LT Vol	0	63	0	187	11
Through Vol	354	24	0	0	409
RT Vol	33	0	274	74	0
Lane Flow Rate	421	95	298	284	457
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.955	0.243	0.685	0.703	1
Departure Headway (Hd)	8.169	9.394	8.276	8.921	8.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	446	385	438	406	438
Service Time	6.219	7.094	6.032	6.985	6.341
HCM Lane V/C Ratio	0.944	0.247	0.68	0.7	1.043
HCM Control Delay	61.4	15.1	27.3	30.6	72.6
HCM Lane LOS	F	C	D	D	F
HCM 95th-tile Q	11.4	0.9	5	5.2	12.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	11	409	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	445	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	72.6
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1654	526	83	2633	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1798	572	90	2862	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			2370		3218	885
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1953		2968	179
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			63		100	100
cM capacity (veh/h)			247		6	697

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	719	719	931	90	954	954	954
Volume Left	0	0	0	90	0	0	0
Volume Right	0	0	572	0	0	0	0
cSH	1700	1700	1700	247	1700	1700	1700
Volume to Capacity	0.42	0.42	0.55	0.37	0.56	0.56	0.56
Queue Length 95th (ft)	0	0	0	40	0	0	0
Control Delay (s)	0.0	0.0	0.0	27.7	0.0	0.0	0.0
Lane LOS				D			
Approach Delay (s)	0.0			0.8			
Approach LOS							

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

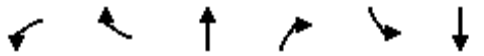
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	474	0	2292	378	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	515	0	2491	411	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1408	205	411	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	192	682	745	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	682	745	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	287	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.7	0	0
HCM LOS	C		

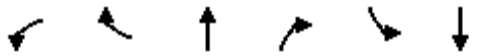
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	745	-	192	682	-	-
HCM Lane V/C Ratio	-	-	0.045	0.755	-	-
HCM Control Delay (s)	0	-	24.6	24.7	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	7	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2252	62	39	1294
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2448	67	42	1407
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	3270	850			2515	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3270	850			2515	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			76	
cM capacity (veh/h)	5	304			177	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	979	979	557	42	703	703
Volume Left	0	0	0	42	0	0
Volume Right	0	0	67	0	0	0
cSH	1700	1700	1700	177	1700	1700
Volume to Capacity	0.58	0.58	0.33	0.24	0.41	0.41
Queue Length 95th (ft)	0	0	0	22	0	0
Control Delay (s)	0.0	0.0	0.0	31.6	0.0	0.0
Lane LOS				D		
Approach Delay (s)	0.0			0.9		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	770	141	93	134
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	837	153	101	146
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1189	495			990	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1189	495			990	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			85	
cM capacity (veh/h)	154	520			694	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	558	432	101	73	73
Volume Left	0	0	101	0	0
Volume Right	0	153	0	0	0
cSH	1700	1700	694	1700	1700
Volume to Capacity	0.33	0.25	0.15	0.04	0.04
Queue Length 95th (ft)	0	0	13	0	0
Control Delay (s)	0.0	0.0	11.1	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		4.5		
Approach LOS					

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	9.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	113	104	1127	0	0	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	113	1225	0	0	327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1389	613	0	0	1225	0
Stage 1	1225	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	134	435	-	-	565	-
Stage 1	241	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	435	-	-	565	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	70.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	134	435	565	-
HCM Lane V/C Ratio	-	-	0.917	0.26	-	-
HCM Control Delay (s)	-	-	120	16.2	0	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	6.1	1	0	-

Intersection	
Int Delay, s/veh	25.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	285	14	336	0	0	0	0	818	16	12	400	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	310	15	365	0	0	0	0	889	17	13	435	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	906	1368	217	435	0	0	907	0	0
Stage 1	461	461	-	-	-	-	-	-	-
Stage 2	445	907	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 276	146	787	1121	-	-	746	-	-
Stage 1	601	564	-	-	-	-	-	-	-
Stage 2	613	353	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 270	0	787	1121	-	-	746	-	-
Mov Cap-2 Maneuver	~ 270	0	-	-	-	-	-	-	-
Stage 1	587	0	-	-	-	-	-	-	-
Stage 2	613	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.6	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1121	-	-	270	787	746	-	-
HCM Lane V/C Ratio	-	-	-	1.176	0.474	0.017	-	-
HCM Control Delay (s)	0	-	-	150.6	13.6	9.9	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	14.3	2.6	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	27	0	118	0	0	714	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	29	0	128	0	0	776	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	9	14.2
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	27	476	241
LT Vol	118	0	0	0
Through Vol	0	0	476	238
RT Vol	0	27	0	3
Lane Flow Rate	128	29	517	262
Geometry Grp	5	2	7	7
Degree of Util (X)	0.177	0.041	0.668	0.338
Departure Headway (Hd)	4.964	5.076	4.649	4.64
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	708	771	768
Service Time	2.971	3.086	2.416	2.407
HCM Lane V/C Ratio	0.176	0.041	0.671	0.341
HCM Control Delay	9	8.3	16.4	9.8
HCM Lane LOS	A	A	C	A
HCM 95th-tile Q	0.6	0.1	5.2	1.5

Intersection	
Intersection Delay, s/veh	30
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	10	88	0	83	0	33	0	0	609	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	11	96	0	90	0	36	0	0	662	47
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11.9	14.3	22.5
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	60%	0%	72%	3%
Vol Thru, %	100%	83%	40%	0%	0%	97%
Vol Right, %	0%	17%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	246	25	88	116	479
LT Vol	0	0	15	0	83	16
Through Vol	406	203	10	0	0	463
RT Vol	0	43	0	88	33	0
Lane Flow Rate	441	267	27	96	126	521
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.772	0.458	0.064	0.197	0.284	0.93
Departure Headway (Hd)	6.413	6.288	8.459	7.426	8.102	6.536
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	578	426	486	446	557
Service Time	4.113	3.988	6.169	5.135	6.11	4.536
HCM Lane V/C Ratio	0.775	0.462	0.063	0.198	0.283	0.935
HCM Control Delay	27.5	14.2	11.7	11.9	14.3	48.4
HCM Lane LOS	D	B	B	B	B	E
HCM 95th-tile Q	7.1	2.4	0.2	0.7	1.2	11.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	16	463	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	503	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	48.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2188	878	79	1984	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2378	954	86	2157	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			3333		3746	1270
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2643		3300	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			13		100	100
cM capacity (veh/h)			99		1	682

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	951	951	1430	86	719	719	719
Volume Left	0	0	0	86	0	0	0
Volume Right	0	0	954	0	0	0	0
cSH	1700	1700	1700	99	1700	1700	1700
Volume to Capacity	0.56	0.56	0.84	0.87	0.42	0.42	0.42
Queue Length 95th (ft)	0	0	0	123	0	0	0
Control Delay (s)	0.0	0.0	0.0	134.6	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			5.2			
Approach LOS							

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	94.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	595	0	1099	1284	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	647	0	1195	1396	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1874	698	1396	0	-	0
Stage 1	1396	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	109	~ 328	251	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	~ 328	251	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 466	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	251	-	109	328	-	-
HCM Lane V/C Ratio	-	-	0.12	1.972	-	-
HCM Control Delay (s)	0	-	42.5	$ 474.5	-	-
HCM Lane LOS	A	-	E	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	45.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	1120	78	106	2404
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1217	85	115	2613
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.90					
vC, conflicting volume	2797	448			1302	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2775	448			1302	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			78	
cM capacity (veh/h)	11	558			528	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	487	487	328	115	1307	1307
Volume Left	0	0	0	115	0	0
Volume Right	0	0	85	0	0	0
cSH	1700	1700	1700	528	1700	1700
Volume to Capacity	0.29	0.29	0.19	0.22	0.77	0.77
Queue Length 95th (ft)	0	0	0	21	0	0
Control Delay (s)	0.0	0.0	0.0	13.7	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.6		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	357	83	113	218
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	388	90	123	237
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	797	239			478	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	797	239			478	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			89	
cM capacity (veh/h)	287	762			1080	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	259	220	123	118	118
Volume Left	0	0	123	0	0
Volume Right	0	90	0	0	0
cSH	1700	1700	1080	1700	1700
Volume to Capacity	0.15	0.13	0.11	0.07	0.07
Queue Length 95th (ft)	0	0	10	0	0
Control Delay (s)	0.0	0.0	8.8	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.0		
Approach LOS					

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	13.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	236	106	604	0	0	454
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	115	657	0	0	493

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	904	328	0	0	657	0
Stage 1	657	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	277	668	-	-	926	-
Stage 1	477	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	668	-	-	926	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	56.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	277	668	926	-
HCM Lane V/C Ratio	-	-	0.926	0.172	-	-
HCM Control Delay (s)	-	-	76.8	11.5	0	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	8.6	0.6	0	-

Intersection	
Int Delay, s/veh	44.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	225	26	627	0	0	0	0	393	30	26	661	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	245	28	682	0	0	0	0	427	33	28	718	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	989	1235	359	718	0	0	460	0	0
Stage 1	775	775	-	-	-	-	-	-	-
Stage 2	214	460	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 244	175	~ 638	879	-	-	1097	-	-
Stage 1	415	406	-	-	-	-	-	-	-
Stage 2	801	564	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 234	0	~ 638	879	-	-	1097	-	-
Mov Cap-2 Maneuver	~ 234	0	-	-	-	-	-	-	-
Stage 1	398	0	-	-	-	-	-	-	-
Stage 2	801	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	100.2	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	234	638	1097	-	-
HCM Lane V/C Ratio	-	-	-	1.106	1.09	0.026	-	-
HCM Control Delay (s)	0	-	-	134.8	87.4	8.4	0.2	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	11.5	20.2	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	22.9
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	37	0	0	948	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	40	0	0	1030	47
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	8.4	23.8
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	24	632	359
LT Vol	37	0	0	0
Through Vol	0	0	632	316
RT Vol	0	24	0	43
Lane Flow Rate	40	26	687	390
Geometry Grp	5	2	7	7
Degree of Util (X)	0.057	0.038	0.878	0.49
Departure Headway (Hd)	5.088	5.209	4.6	4.516
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	691	783	796
Service Time	3.096	3.212	2.342	2.258
HCM Lane V/C Ratio	0.057	0.038	0.877	0.49
HCM Control Delay	8.4	8.4	30.8	11.6
HCM Lane LOS	A	A	D	B
HCM 95th-tile Q	0.2	0.1	11.1	2.7

Intersection	
Intersection Delay, s/veh	49.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	63	24	274	0	187	0	74	0	0	354	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	26	298	0	203	0	80	0	0	385	36
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	24.4	30.6	61.4
HCM LOS	C	D	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	72%	0%	72%	3%
Vol Thru, %	91%	28%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	387	87	274	261	420
LT Vol	0	63	0	187	11
Through Vol	354	24	0	0	409
RT Vol	33	0	274	74	0
Lane Flow Rate	421	95	298	284	457
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.955	0.243	0.685	0.703	1
Departure Headway (Hd)	8.169	9.394	8.276	8.921	8.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	446	385	438	406	438
Service Time	6.219	7.094	6.032	6.985	6.341
HCM Lane V/C Ratio	0.944	0.247	0.68	0.7	1.043
HCM Control Delay	61.4	15.1	27.3	30.6	72.6
HCM Lane LOS	F	C	D	D	F
HCM 95th-tile Q	11.4	0.9	5	5.2	12.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	11	409	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	445	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	72.6
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1674	550	83	2663	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1820	598	90	2895	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			2417		3264	905
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2010		3022	203
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			62		100	100
cM capacity (veh/h)			234		5	672

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	728	728	962	90	965	965	965
Volume Left	0	0	0	90	0	0	0
Volume Right	0	0	598	0	0	0	0
cSH	1700	1700	1700	234	1700	1700	1700
Volume to Capacity	0.43	0.43	0.57	0.38	0.57	0.57	0.57
Queue Length 95th (ft)	0	0	0	43	0	0	0
Control Delay (s)	0.0	0.0	0.0	29.6	0.0	0.0	0.0
Lane LOS				D			
Approach Delay (s)	0.0			0.9			
Approach LOS							

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

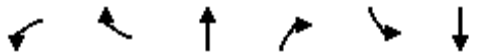
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	487	0	2323	397	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	529	0	2525	432	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1442	216	432	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	185	671	729	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	185	671	729	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	282	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0	0
HCM LOS	D		

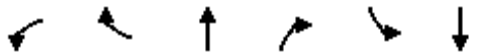
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	729	-	185	671	-	-
HCM Lane V/C Ratio	-	-	0.047	0.789	-	-
HCM Control Delay (s)	0	-	25.4	27.4	-	-
HCM Lane LOS	A	-	D	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	7.8	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2283	62	39	1339
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2482	67	42	1455
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	3328	861			2549	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3328	861			2549	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			75	
cM capacity (veh/h)	5	299			172	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	993	993	564	42	728	728
Volume Left	0	0	0	42	0	0
Volume Right	0	0	67	0	0	0
cSH	1700	1700	1700	172	1700	1700
Volume to Capacity	0.58	0.58	0.33	0.25	0.43	0.43
Queue Length 95th (ft)	0	0	0	23	0	0
Control Delay (s)	0.0	0.0	0.0	32.7	0.0	0.0
Lane LOS				D		
Approach Delay (s)	0.0			0.9		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	772	141	93	137
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	839	153	101	149
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1192	496			992	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1192	496			992	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			85	
cM capacity (veh/h)	154	519			693	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	559	433	101	74	74
Volume Left	0	0	101	0	0
Volume Right	0	153	0	0	0
cSH	1700	1700	693	1700	1700
Volume to Capacity	0.33	0.25	0.15	0.04	0.04
Queue Length 95th (ft)	0	0	13	0	0
Control Delay (s)	0.0	0.0	11.1	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		4.5		
Approach LOS					

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	9.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	113	104	1136	0	0	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	113	1235	0	0	340

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1405	617	0	0	1235	0
Stage 1	1235	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	130	433	-	-	560	-
Stage 1	238	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	433	-	-	560	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	75.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	130	433	560	-
HCM Lane V/C Ratio	-	-	0.945	0.261	-	-
HCM Control Delay (s)	-	-	129.5	16.2	0	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	6.4	1	0	-

Intersection	
Int Delay, s/veh	27.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	285	14	336	0	0	0	0	827	16	12	412	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	310	15	365	0	0	0	0	899	17	13	448	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	923	1390	224	448	0	0	916	0	0
Stage 1	474	474	-	-	-	-	-	-	-
Stage 2	449	916	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 269	141	779	1109	-	-	740	-	-
Stage 1	592	556	-	-	-	-	-	-	-
Stage 2	610	349	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 263	0	779	1109	-	-	740	-	-
Mov Cap-2 Maneuver	~ 263	0	-	-	-	-	-	-	-
Stage 1	578	0	-	-	-	-	-	-	-
Stage 2	610	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	82.5	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1109	-	-	263	779	740	-	-
HCM Lane V/C Ratio	-	-	-	1.207	0.479	0.018	-	-
HCM Control Delay (s)	0	-	-	163.2	13.8	10	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	14.8	2.6	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	27	0	118	0	0	714	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	29	0	128	0	0	776	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	9	14.2
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	27	476	241
LT Vol	118	0	0	0
Through Vol	0	0	476	238
RT Vol	0	27	0	3
Lane Flow Rate	128	29	517	262
Geometry Grp	5	2	7	7
Degree of Util (X)	0.177	0.041	0.668	0.338
Departure Headway (Hd)	4.964	5.076	4.649	4.64
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	708	771	768
Service Time	2.971	3.086	2.416	2.407
HCM Lane V/C Ratio	0.176	0.041	0.671	0.341
HCM Control Delay	9	8.3	16.4	9.8
HCM Lane LOS	A	A	C	A
HCM 95th-tile Q	0.6	0.1	5.2	1.5

Intersection	
Intersection Delay, s/veh	30
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	10	88	0	83	0	33	0	0	609	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	11	96	0	90	0	36	0	0	662	47
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11.9	14.3	22.5
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	60%	0%	72%	3%
Vol Thru, %	100%	83%	40%	0%	0%	97%
Vol Right, %	0%	17%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	246	25	88	116	479
LT Vol	0	0	15	0	83	16
Through Vol	406	203	10	0	0	463
RT Vol	0	43	0	88	33	0
Lane Flow Rate	441	267	27	96	126	521
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.772	0.458	0.064	0.197	0.284	0.93
Departure Headway (Hd)	6.413	6.288	8.459	7.426	8.102	6.536
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	578	426	486	446	557
Service Time	4.113	3.988	6.169	5.135	6.11	4.536
HCM Lane V/C Ratio	0.775	0.462	0.063	0.198	0.283	0.935
HCM Control Delay	27.5	14.2	11.7	11.9	14.3	48.4
HCM Lane LOS	D	B	B	B	B	E
HCM 95th-tile Q	7.1	2.4	0.2	0.7	1.2	11.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	16	463	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	503	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	48.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2211	899	79	2043	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2403	977	86	2221	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			3380		3804	1290
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2719		3392	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			7		100	100
cM capacity (veh/h)			92		0	682

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	961	961	1458	86	740	740	740
Volume Left	0	0	0	86	0	0	0
Volume Right	0	0	977	0	0	0	0
cSH	1700	1700	1700	92	1700	1700	1700
Volume to Capacity	0.57	0.57	0.86	0.93	0.44	0.44	0.44
Queue Length 95th (ft)	0	0	0	132	0	0	0
Control Delay (s)	0.0	0.0	0.0	157.4	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			5.9			
Approach LOS							

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	187.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	710	0	1345	1604	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	772	0	1462	1743	0

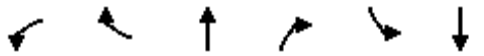
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2328	872	1743	0	-	0
Stage 1	1743	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	62	~ 252	169	-	-	-
Stage 1	83	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	~ 252	169	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	83	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 952.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	169	-	62	252	-	-
HCM Lane V/C Ratio	-	-	0.228	3.062	-	-
HCM Control Delay (s)	0	-	79.4	$ 968.1	-	-
HCM Lane LOS	A	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	0.8	69.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	1368	93	121	2944
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1487	101	132	3200
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.84					
vC, conflicting volume	3401	546			1588	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3475	546			1588	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			68	
cM capacity (veh/h)	3	482			409	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	595	595	398	132	1600	1600
Volume Left	0	0	0	132	0	0
Volume Right	0	0	101	0	0	0
cSH	1700	1700	1700	409	1700	1700
Volume to Capacity	0.35	0.35	0.23	0.32	0.94	0.94
Queue Length 95th (ft)	0	0	0	34	0	0
Control Delay (s)	0.0	0.0	0.0	17.9	0.0	0.0
Lane LOS				C		
Approach Delay (s)	0.0			0.7		
Approach LOS						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	452	126	144	248
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	491	137	157	270
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1008	314			628	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1008	314			628	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			84	
cM capacity (veh/h)	198	682			950	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	328	301	157	135	135
Volume Left	0	0	157	0	0
Volume Right	0	137	0	0	0
cSH	1700	1700	950	1700	1700
Volume to Capacity	0.19	0.18	0.16	0.08	0.08
Queue Length 95th (ft)	0	0	15	0	0
Control Delay (s)	0.0	0.0	9.5	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.5		
Approach LOS					

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	49.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	296	132	715	0	0	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	143	777	0	0	567

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1061	389	0	0	777	0
Stage 1	777	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 219	610	-	-	835	-
Stage 1	414	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 219	610	-	-	835	-
Mov Cap-2 Maneuver	~ 219	-	-	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	194.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	219	610	835	-
HCM Lane V/C Ratio	-	-	1.469	0.235	-	-
HCM Control Delay (s)	-	-	275.3	12.7	0	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	19.1	0.9	0	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	119

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	256	29	753	0	0	0	0	475	34	29	786	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	278	32	818	0	0	0	0	516	37	32	854	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1175	1470	427	854	0	0	553	0	0
Stage 1	917	917	-	-	-	-	-	-	-
Stage 2	258	553	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 185	126	~ 576	781	-	-	1013	-	-
Stage 1	350	349	-	-	-	-	-	-	-
Stage 2	761	513	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 174	0	~ 576	781	-	-	1013	-	-
Mov Cap-2 Maneuver	~ 174	0	-	-	-	-	-	-	-
Stage 1	329	0	-	-	-	-	-	-	-
Stage 2	761	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	270.3	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	781	-	-	174	576	1013	-	-
HCM Lane V/C Ratio	-	-	-	1.69	1.448	0.031	-	-
HCM Control Delay (s)	0	-	-	$ 380.4	231.5	8.7	0.2	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	20.4	40.1	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	37.2
Intersection LOS	E

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	27	0	43	0	0	1161	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	29	0	47	0	0	1262	53
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	8.5	38.9
HCM LOS	A	A	E

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	89%
Vol Right, %	0%	100%	0%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	27	774	436
LT Vol	43	0	0	0
Through Vol	0	0	774	387
RT Vol	0	27	0	49
Lane Flow Rate	47	29	841	474
Geometry Grp	5	2	7	7
Degree of Util (X)	0.066	0.043	1	0.596
Departure Headway (Hd)	5.115	5.291	4.609	4.53
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	704	681	782	791
Service Time	3.12	3.292	2.357	2.278
HCM Lane V/C Ratio	0.067	0.043	1.075	0.599
HCM Control Delay	8.5	8.5	53.1	13.8
HCM Lane LOS	A	A	F	B
HCM 95th-tile Q	0.2	0.1	17	4

Intersection	
Intersection Delay, s/veh	59.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	72	27	314	0	213	0	84	0	0	409	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	29	341	0	232	0	91	0	0	445	41
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	34.8	45.5	74.9
HCM LOS	D	E	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	73%	0%	72%	2%
Vol Thru, %	91%	27%	0%	0%	98%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	447	99	314	297	494
LT Vol	0	72	0	213	12
Through Vol	409	27	0	0	482
RT Vol	38	0	314	84	0
Lane Flow Rate	486	108	341	323	537
Geometry Grp	2	7	7	5	2
Degree of Util (X)	1	0.291	0.821	0.837	1
Departure Headway (Hd)	8.769	9.719	8.656	9.334	8.825
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	413	371	420	391	413
Service Time	6.846	7.453	6.389	7.37	6.902
HCM Lane V/C Ratio	1.177	0.291	0.812	0.826	1.3
HCM Control Delay	74.9	16.4	40.6	45.5	75.2
HCM Lane LOS	F	C	E	E	F
HCM 95th-tile Q	12.4	1.2	7.6	7.7	12.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	12	482	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	524	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	75.2
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1979	773	95	3398	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2151	840	103	3693	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			2991		4009	1137
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2697		3913	480
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			18		100	100
cM capacity (veh/h)			125		0	445

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	860	860	1270	103	1231	1231	1231
Volume Left	0	0	0	103	0	0	0
Volume Right	0	0	840	0	0	0	0
cSH	1700	1700	1700	125	1700	1700	1700
Volume to Capacity	0.51	0.51	0.75	0.82	0.72	0.72	0.72
Queue Length 95th (ft)	0	0	0	125	0	0	0
Control Delay (s)	0.0	0.0	0.0	104.8	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			2.8			
Approach LOS							

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	9	573	0	2803	580	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	623	0	3047	630	0

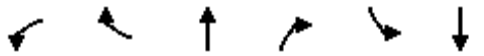
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1849	315	630	0	-	0
Stage 1	630	-	-	-	-	-
Stage 2	1219	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	113	~ 581	588	-	-	-
Stage 1	404	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	~ 581	588	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	404	-	-	-	-	-
Stage 2	217	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	83.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	588	-	113	581	-	-
HCM Lane V/C Ratio	-	-	0.087	1.072	-	-
HCM Control Delay (s)	0	-	39.9	84.4	-	-
HCM Lane LOS	A	-	E	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	18.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2757	73	44	1688
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2997	79	48	1835
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.98					
vC, conflicting volume	4049	1039			3076	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4067	1039			3076	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			55	
cM capacity (veh/h)	1	228			105	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	1199	1199	679	48	917	917
Volume Left	0	0	0	48	0	0
Volume Right	0	0	79	0	0	0
cSH	1700	1700	1700	105	1700	1700
Volume to Capacity	0.71	0.71	0.40	0.45	0.54	0.54
Queue Length 95th (ft)	0	0	0	49	0	0
Control Delay (s)	0.0	0.0	0.0	65.0	0.0	0.0
Lane LOS				F		
Approach Delay (s)	0.0			1.7		
Approach LOS						

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	928	201	118	156
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1009	218	128	170
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1459	614			1227	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1459	614			1227	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			77	
cM capacity (veh/h)	93	435			564	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	672	555	128	85	85
Volume Left	0	0	128	0	0
Volume Right	0	218	0	0	0
cSH	1700	1700	564	1700	1700
Volume to Capacity	0.40	0.33	0.23	0.05	0.05
Queue Length 95th (ft)	0	0	22	0	0
Control Delay (s)	0.0	0.0	13.3	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		5.7		
Approach LOS					

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	63.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	183	131	1364	0	0	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	142	1483	0	0	380

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1673	741	0	0	1483	0
Stage 1	1483	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 87	359	-	-	450	-
Stage 1	~ 175	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 87	359	-	-	450	-
Mov Cap-2 Maneuver	~ 87	-	-	-	-	-
Stage 1	~ 175	-	-	-	-	-
Stage 2	823	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 411.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	87	359	450	-
HCM Lane V/C Ratio	-	-	2.286	0.397	-	-
HCM Control Delay (s)	-	-	$ 691.3	21.5	0	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	18.1	1.8	0	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	72.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	325	16	417	0	0	0	0	1012	18	13	517	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	353	17	453	0	0	0	0	1100	20	14	562	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1140	1710	281	562	0	0	1120	0	0
Stage 1	590	590	-	-	-	-	-	-	-
Stage 2	550	1120	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 194	90	716	1005	-	-	619	-	-
Stage 1	517	493	-	-	-	-	-	-	-
Stage 2	542	280	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 188	0	716	1005	-	-	619	-	-
Mov Cap-2 Maneuver	~ 188	0	-	-	-	-	-	-	-
Stage 1	500	0	-	-	-	-	-	-	-
Stage 2	542	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	220.1	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	188	716	619	-	-
HCM Lane V/C Ratio	-	-	-	1.925	0.645	0.023	-	-
HCM Control Delay (s)	0	-	-	$ 477.2	18.7	11	0.2	-
HCM Lane LOS	A	-	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	26.8	4.7	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	31	0	134	0	0	847	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	34	0	146	0	0	921	4
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.6	9.4	19
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	31	565	286
LT Vol	134	0	0	0
Through Vol	0	0	565	282
RT Vol	0	31	0	4
Lane Flow Rate	146	34	614	311
Geometry Grp	5	2	7	7
Degree of Util (X)	0.205	0.05	0.796	0.403
Departure Headway (Hd)	5.062	5.289	4.666	4.656
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	712	680	767	763
Service Time	3.074	3.301	2.451	2.441
HCM Lane V/C Ratio	0.205	0.05	0.801	0.408
HCM Control Delay	9.4	8.6	23.3	10.6
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.8	0.2	8.2	2

Intersection	
Intersection Delay, s/veh	45
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	11	107	0	95	0	38	0	0	721	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	12	116	0	103	0	41	0	0	784	53
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	12.7	15.5	40.5
HCM LOS	B	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	61%	0%	71%	3%
Vol Thru, %	100%	83%	39%	0%	0%	97%
Vol Right, %	0%	17%	0%	100%	29%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	481	289	28	107	133	564
LT Vol	0	0	17	0	95	18
Through Vol	481	240	11	0	0	546
RT Vol	0	49	0	107	38	0
Lane Flow Rate	522	314	30	116	145	613
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.959	0.567	0.073	0.247	0.334	1
Departure Headway (Hd)	6.608	6.49	8.642	7.639	8.308	6.868
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	549	557	415	471	434	527
Service Time	4.338	4.22	6.38	5.377	6.348	4.916
HCM Lane V/C Ratio	0.951	0.564	0.072	0.246	0.334	1.163
HCM Control Delay	54.4	17.4	12.1	12.9	15.5	65.7
HCM Lane LOS	F	C	B	B	C	F
HCM 95th-tile Q	12.6	3.5	0.2	1	1.4	14

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	18	546	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	593	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	65.7
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2678	1294	96	2665	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2911	1407	104	2897	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			4317		4788	1674
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			4209		4959	3
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	100
cM capacity (veh/h)			23		0	679

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	1164	1164	1989	104	966	966	966
Volume Left	0	0	0	104	0	0	0
Volume Right	0	0	1407	0	0	0	0
cSH	1700	1700	1700	23	1700	1700	1700
Volume to Capacity	0.68	0.68	1.17	4.62	0.57	0.57	0.57
Queue Length 95th (ft)	0	0	0	Err	0	0	0
Control Delay (s)	0.0	0.0	0.0	1976.3	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			68.7			
Approach LOS							

Intersection Summary			
Average Delay	28.2		
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	191.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	716	0	1374	1615	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	778	0	1493	1755	0

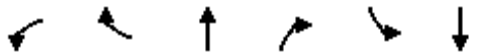
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2352	878	1755	0	-	0
Stage 1	1755	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	60	~ 250	166	-	-	-
Stage 1	82	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	~ 250	166	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	82	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 974.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	166	-	60	250	-	-
HCM Lane V/C Ratio	-	-	0.236	3.113	-	-
HCM Control Delay (s)	0	-	82.6	$ 991	-	-
HCM Lane LOS	A	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	0.8	70.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	1397	93	121	2967
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1518	101	132	3225
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.84					
vC, conflicting volume	3445	557			1620	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3528	557			1620	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			67	
cM capacity (veh/h)	3	474			398	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	607	607	405	132	1612	1612
Volume Left	0	0	0	132	0	0
Volume Right	0	0	101	0	0	0
cSH	1700	1700	1700	398	1700	1700
Volume to Capacity	0.36	0.36	0.24	0.33	0.95	0.95
Queue Length 95th (ft)	0	0	0	35	0	0
Control Delay (s)	0.0	0.0	0.0	18.4	0.0	0.0
Lane LOS				C		
Approach Delay (s)	0.0			0.7		
Approach LOS						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	453	126	144	250
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	492	137	157	272
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1010	315			629	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1010	315			629	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			84	
cM capacity (veh/h)	197	681			949	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	328	301	157	136	136
Volume Left	0	0	157	0	0
Volume Right	0	137	0	0	0
cSH	1700	1700	949	1700	1700
Volume to Capacity	0.19	0.18	0.16	0.08	0.08
Queue Length 95th (ft)	0	0	15	0	0
Control Delay (s)	0.0	0.0	9.5	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.5		
Approach LOS					

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	51.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	296	132	722	0	0	528
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	143	785	0	0	574

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1072	392	0	0	785	0
Stage 1	785	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 215	607	-	-	829	-
Stage 1	410	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 215	607	-	-	829	-
Mov Cap-2 Maneuver	~ 215	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	202.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	215	607	829	-
HCM Lane V/C Ratio	-	-	1.496	0.236	-	-
HCM Control Delay (s)	-	-	287.6	12.8	0	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	19.5	0.9	0	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	121.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	256	29	753	0	0	0	0	482	34	29	792	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	278	32	818	0	0	0	0	524	37	32	861	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1186	1485	430	861	0	0	561	0	0
Stage 1	924	924	-	-	-	-	-	-	-
Stage 2	262	561	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 181	124	~ 573	776	-	-	1006	-	-
Stage 1	347	346	-	-	-	-	-	-	-
Stage 2	758	508	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 170	0	~ 573	776	-	-	1006	-	-
Mov Cap-2 Maneuver	~ 170	0	-	-	-	-	-	-	-
Stage 1	326	0	-	-	-	-	-	-	-
Stage 2	758	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	277.6	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	776	-	-	170	573	1006	-	-
HCM Lane V/C Ratio	-	-	-	1.73	1.456	0.031	-	-
HCM Control Delay (s)	0	-	-	$ 398.7	234.9	8.7	0.2	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	20.8	40.4	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	37.2
Intersection LOS	E

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	27	0	43	0	0	1161	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	29	0	47	0	0	1262	53
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	8.5	38.9
HCM LOS	A	A	E

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	89%
Vol Right, %	0%	100%	0%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	27	774	436
LT Vol	43	0	0	0
Through Vol	0	0	774	387
RT Vol	0	27	0	49
Lane Flow Rate	47	29	841	474
Geometry Grp	5	2	7	7
Degree of Util (X)	0.066	0.043	1	0.596
Departure Headway (Hd)	5.115	5.291	4.609	4.53
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	704	681	782	791
Service Time	3.12	3.292	2.357	2.278
HCM Lane V/C Ratio	0.067	0.043	1.075	0.599
HCM Control Delay	8.5	8.5	53.1	13.8
HCM Lane LOS	A	A	F	B
HCM 95th-tile Q	0.2	0.1	17	4

Intersection	
Intersection Delay, s/veh	59.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	72	27	314	0	213	0	84	0	0	409	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	29	341	0	232	0	91	0	0	445	41
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	34.8	45.5	74.9
HCM LOS	D	E	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	73%	0%	72%	2%
Vol Thru, %	91%	27%	0%	0%	98%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	447	99	314	297	494
LT Vol	0	72	0	213	12
Through Vol	409	27	0	0	482
RT Vol	38	0	314	84	0
Lane Flow Rate	486	108	341	323	537
Geometry Grp	2	7	7	5	2
Degree of Util (X)	1	0.291	0.821	0.837	1
Departure Headway (Hd)	8.769	9.719	8.656	9.334	8.825
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	413	371	420	391	413
Service Time	6.846	7.453	6.389	7.37	6.902
HCM Lane V/C Ratio	1.177	0.291	0.812	0.826	1.3
HCM Control Delay	74.9	16.4	40.6	45.5	75.2
HCM Lane LOS	F	C	E	E	F
HCM 95th-tile Q	12.4	1.2	7.6	7.7	12.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	12	482	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	524	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	75.2
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1999	797	95	3428	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2173	866	103	3726	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			3039		4055	1157
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2754		3967	504
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			13		100	100
cM capacity (veh/h)			119		0	429

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	869	869	1301	103	1242	1242	1242
Volume Left	0	0	0	103	0	0	0
Volume Right	0	0	866	0	0	0	0
cSH	1700	1700	1700	119	1700	1700	1700
Volume to Capacity	0.51	0.51	0.77	0.87	0.73	0.73	0.73
Queue Length 95th (ft)	0	0	0	133	0	0	0
Control Delay (s)	0.0	0.0	0.0	118.6	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			3.2			
Approach LOS							

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	14.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	9	586	0	2834	599	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	637	0	3080	651	0

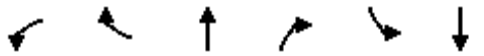
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1883	326	651	0	-	0
Stage 1	651	-	-	-	-	-
Stage 2	1232	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	108	~ 572	575	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	~ 572	575	-	-	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	97.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	575	-	108	572	-	-
HCM Lane V/C Ratio	-	-	0.091	1.114	-	-
HCM Control Delay (s)	0	-	41.6	98.5	-	-
HCM Lane LOS	A	-	E	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	20	-	-

Notes

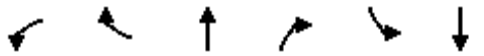
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2788	73	44	1733
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	3030	79	48	1884
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.98					
vC, conflicting volume	4108	1050			3110	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4129	1050			3110	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			53	
cM capacity (veh/h)	1	224			102	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	1212	1212	685	48	942	942
Volume Left	0	0	0	48	0	0
Volume Right	0	0	79	0	0	0
cSH	1700	1700	1700	102	1700	1700
Volume to Capacity	0.71	0.71	0.40	0.47	0.55	0.55
Queue Length 95th (ft)	0	0	0	51	0	0
Control Delay (s)	0.0	0.0	0.0	68.2	0.0	0.0
Lane LOS				F		
Approach Delay (s)	0.0			1.7		
Approach LOS						

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	930	201	118	159
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1011	218	128	173
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1463	615			1229	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1463	615			1229	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			77	
cM capacity (veh/h)	92	434			563	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	674	555	128	86	86
Volume Left	0	0	128	0	0
Volume Right	0	218	0	0	0
cSH	1700	1700	563	1700	1700
Volume to Capacity	0.40	0.33	0.23	0.05	0.05
Queue Length 95th (ft)	0	0	22	0	0
Control Delay (s)	0.0	0.0	13.3	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		5.7		
Approach LOS					

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	66.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	183	131	1373	0	0	362
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	142	1492	0	0	393

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1689	746	0	0	1492	0
Stage 1	1492	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 84	356	-	-	446	-
Stage 1	~ 173	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 84	356	-	-	446	-
Mov Cap-2 Maneuver	~ 84	-	-	-	-	-
Stage 1	~ 173	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 434.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	84	356	446	-
HCM Lane V/C Ratio	-	-	2.368	0.4	-	-
HCM Control Delay (s)	-	-	$ 730.4	21.7	0	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	18.4	1.9	0	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	75

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	325	16	417	0	0	0	0	1021	18	13	529	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	353	17	453	0	0	0	0	1110	20	14	575	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1158	1732	288	575	0	0	1129	0	0
Stage 1	603	603	-	-	-	-	-	-	-
Stage 2	555	1129	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 189	87	709	994	-	-	615	-	-
Stage 1	509	487	-	-	-	-	-	-	-
Stage 2	539	277	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 183	0	709	994	-	-	615	-	-
Mov Cap-2 Maneuver	~ 183	0	-	-	-	-	-	-	-
Stage 1	492	0	-	-	-	-	-	-	-
Stage 2	539	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	231	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	994	-	-	183	709	615	-	-
HCM Lane V/C Ratio	-	-	-	1.978	0.652	0.023	-	-
HCM Control Delay (s)	0	-	-	$ 501.5	19.1	11	0.2	-
HCM Lane LOS	A	-	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	27.3	4.8	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	31	0	134	0	0	847	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	34	0	146	0	0	921	4
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.6	9.4	19
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	31	565	286
LT Vol	134	0	0	0
Through Vol	0	0	565	282
RT Vol	0	31	0	4
Lane Flow Rate	146	34	614	311
Geometry Grp	5	2	7	7
Degree of Util (X)	0.205	0.05	0.796	0.403
Departure Headway (Hd)	5.062	5.289	4.666	4.656
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	712	680	767	763
Service Time	3.074	3.301	2.451	2.441
HCM Lane V/C Ratio	0.205	0.05	0.801	0.408
HCM Control Delay	9.4	8.6	23.3	10.6
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.8	0.2	8.2	2

Intersection	
Intersection Delay, s/veh	45
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	11	107	0	95	0	38	0	0	721	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	12	116	0	103	0	41	0	0	784	53
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	12.7	15.5	40.5
HCM LOS	B	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	61%	0%	71%	3%
Vol Thru, %	100%	83%	39%	0%	0%	97%
Vol Right, %	0%	17%	0%	100%	29%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	481	289	28	107	133	564
LT Vol	0	0	17	0	95	18
Through Vol	481	240	11	0	0	546
RT Vol	0	49	0	107	38	0
Lane Flow Rate	522	314	30	116	145	613
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.959	0.567	0.073	0.247	0.334	1
Departure Headway (Hd)	6.608	6.49	8.642	7.639	8.308	6.868
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	549	557	415	471	434	527
Service Time	4.338	4.22	6.38	5.377	6.348	4.916
HCM Lane V/C Ratio	0.951	0.564	0.072	0.246	0.334	1.163
HCM Control Delay	54.4	17.4	12.1	12.9	15.5	65.7
HCM Lane LOS	F	C	B	B	C	F
HCM 95th-tile Q	12.6	3.5	0.2	1	1.4	14

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	18	546	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	593	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	65.7
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2701	1315	96	2724	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2936	1429	104	2961	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			4365		4846	1693
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			4286		5051	34
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	100
cM capacity (veh/h)			21		0	648

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	1174	1174	2017	104	987	987	987
Volume Left	0	0	0	104	0	0	0
Volume Right	0	0	1429	0	0	0	0
cSH	1700	1700	1700	21	1700	1700	1700
Volume to Capacity	0.69	0.69	1.19	4.97	0.58	0.58	0.58
Queue Length 95th (ft)	0	0	0	Err	0	0	0
Control Delay (s)	0.0	0.0	0.0	2157.4	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			73.4			
Approach LOS							

Intersection Summary			
Average Delay	30.3		
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	52.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	11	512	0	961	1143	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	557	0	1045	1242	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1660	621	1242	0	-	0
Stage 1	1242	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	142	~ 369	299	-	-	-
Stage 1	172	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	142	~ 369	299	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	172	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	264.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	299	-	142	369	-	-
HCM Lane V/C Ratio	-	-	0.084	1.508	-	-
HCM Control Delay (s)	0	-	32.7	269.4	-	-
HCM Lane LOS	A	-	D	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	30.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	980	68	99	2101
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1065	74	108	2284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.93					
vC, conflicting volume	2459	392			1139	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2417	392			1139	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			82	
cM capacity (veh/h)	21	607			609	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	426	426	287	108	1142	1142
Volume Left	0	0	0	108	0	0
Volume Right	0	0	74	0	0	0
cSH	1700	1700	1700	609	1700	1700
Volume to Capacity	0.25	0.25	0.17	0.18	0.67	0.67
Queue Length 95th (ft)	0	0	0	16	0	0
Control Delay (s)	0.0	0.0	0.0	12.2	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.5		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	258	42	89	177
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	280	46	97	192
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	593	163			326	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	593	163			326	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			92	
cM capacity (veh/h)	402	853			1230	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	187	139	97	96	96
Volume Left	0	0	97	0	0
Volume Right	0	46	0	0	0
cSH	1700	1700	1230	1700	1700
Volume to Capacity	0.11	0.08	0.08	0.06	0.06
Queue Length 95th (ft)	0	0	6	0	0
Control Delay (s)	0.0	0.0	8.2	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		2.7		
Approach LOS					

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	188	87	538	0	0	417
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	95	585	0	0	453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	812	292	0	0	585	0
Stage 1	585	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	317	704	-	-	986	-
Stage 1	520	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	317	704	-	-	986	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	317	704	986	-
HCM Lane V/C Ratio	-	-	0.645	0.134	-	-
HCM Control Delay (s)	-	-	34.8	10.9	0	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	4.2	0.5	0	-

Intersection	
Int Delay, s/veh	19.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	210	24	543	0	0	0	0	341	28	24	579	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	228	26	590	0	0	0	0	371	30	26	629	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	867	1083	315				629	0	0	401	0	0
Stage 1	682	682	-				-	-	-	-	-	-
Stage 2	185	401	-				-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94				4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-				-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32				2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	292	216	681				949	-	-	1154	-	-
Stage 1	464	448	-				-	-	-	-	-	-
Stage 2	828	599	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	282	0	681				949	-	-	1154	-	-
Mov Cap-2 Maneuver	282	0	-				-	-	-	-	-	-
Stage 1	448	0	-				-	-	-	-	-	-
Stage 2	828	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	44.5	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	949	-	-	282	681	1154	-	-
HCM Lane V/C Ratio	-	-	-	0.856	0.886	0.023	-	-
HCM Control Delay (s)	0	-	-	62.6	37.2	8.2	0.1	-
HCM Lane LOS	A	-	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	7.3	10.9	0.1	-	-

Intersection	
Intersection Delay, s/veh	18.1
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	22	0	34	0	0	865	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	24	0	37	0	0	940	43
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	8.3	18.7
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	22	577	328
LT Vol	34	0	0	0
Through Vol	0	0	577	288
RT Vol	0	22	0	40
Lane Flow Rate	37	24	627	357
Geometry Grp	5	2	7	7
Degree of Util (X)	0.052	0.034	0.8	0.447
Departure Headway (Hd)	5.038	5.111	4.594	4.509
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	704	790	796
Service Time	3.045	3.114	2.331	2.245
HCM Lane V/C Ratio	0.052	0.034	0.794	0.448
HCM Control Delay	8.3	8.3	23.1	10.9
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.2	0.1	8.4	2.3

Intersection	
Intersection Delay, s/veh	32.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	59	22	254	0	175	0	69	0	0	325	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	24	276	0	190	0	75	0	0	353	34
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	19.7	24	37.7
HCM LOS	C	C	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	73%	0%	72%	3%
Vol Thru, %	91%	27%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	81	254	244	383
LT Vol	0	59	0	175	10
Through Vol	325	22	0	0	373
RT Vol	31	0	254	69	0
Lane Flow Rate	387	88	276	265	416
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.824	0.217	0.597	0.616	0.882
Departure Headway (Hd)	7.667	8.885	7.782	8.364	7.626
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	472	403	464	430	475
Service Time	5.732	6.649	5.545	6.435	5.686
HCM Lane V/C Ratio	0.82	0.218	0.595	0.616	0.876
HCM Control Delay	37.7	14.1	21.5	24	45.4
HCM Lane LOS	E	B	C	C	E
HCM 95th-tile Q	7.9	0.8	3.8	4	9.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	373	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	405	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	45.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1441	340	74	2071	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1566	370	80	2251	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			1936		2662	707
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1395		2275	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			80		100	100
cM capacity (veh/h)			401		22	896

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	627	627	683	80	750	750	750
Volume Left	0	0	0	80	0	0	0
Volume Right	0	0	370	0	0	0	0
cSH	1700	1700	1700	401	1700	1700	1700
Volume to Capacity	0.37	0.37	0.40	0.20	0.44	0.44	0.44
Queue Length 95th (ft)	0	0	0	18	0	0	0
Control Delay (s)	0.0	0.0	0.0	16.2	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.6			
Approach LOS							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	7	417	0	2071	301	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	453	0	2251	327	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1227	164	327	0	-	0
Stage 1	327	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	238	724	816	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	238	724	816	-	-	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	323	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	816	-	238	724	-	-
HCM Lane V/C Ratio	-	-	0.032	0.626	-	-
HCM Control Delay (s)	0	-	20.6	17.9	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	4.4	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2033	54	36	1104
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2210	59	39	1200
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	2917	766			2268	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2917	766			2268	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			82	
cM capacity (veh/h)	10	345			222	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	884	884	501	39	600	600
Volume Left	0	0	0	39	0	0
Volume Right	0	0	59	0	0	0
cSH	1700	1700	1700	222	1700	1700
Volume to Capacity	0.52	0.52	0.29	0.18	0.35	0.35
Queue Length 95th (ft)	0	0	0	16	0	0
Control Delay (s)	0.0	0.0	0.0	24.7	0.0	0.0
Lane LOS				C		
Approach Delay (s)	0.0			0.8		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	638	88	73	98
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	693	96	79	107
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	953	395			789	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	953	395			789	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			90	
cM capacity (veh/h)	232	605			826	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	462	327	79	53	53
Volume Left	0	0	79	0	0
Volume Right	0	96	0	0	0
cSH	1700	1700	826	1700	1700
Volume to Capacity	0.27	0.19	0.10	0.03	0.03
Queue Length 95th (ft)	0	0	8	0	0
Control Delay (s)	0.0	0.0	9.8	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		4.2		
Approach LOS					

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	48	82	1019	0	0	285
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	89	1108	0	0	310

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1263	554	0	0	1108	0
Stage 1	1108	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	162	476	-	-	626	-
Stage 1	278	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	162	476	-	-	626	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	278	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	162	476	626	-
HCM Lane V/C Ratio	-	-	0.322	0.187	-	-
HCM Control Delay (s)	-	-	37.4	14.3	0	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.7	0	-

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	266	13	274	0	0	0	0	731	15	11	320	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	289	14	298	0	0	0	0	795	16	12	348	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	769	1183	174	348	0	0	811	0	0
Stage 1	372	372	-	-	-	-	-	-	-
Stage 2	397	811	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	338	188	839	1208	-	-	811	-	-
Stage 1	667	617	-	-	-	-	-	-	-
Stage 2	648	391	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	332	0	839	1208	-	-	811	-	-
Mov Cap-2 Maneuver	332	0	-	-	-	-	-	-	-
Stage 1	655	0	-	-	-	-	-	-	-
Stage 2	648	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.4	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	332	839	811	-	-
HCM Lane V/C Ratio	-	-	-	0.892	0.363	0.015	-	-
HCM Control Delay (s)	0	-	-	61.9	11.7	9.5	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	8.5	1.7	0	-	-

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	109	0	0	658	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	118	0	0	715	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.2	8.9	12.9
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	24	439	222
LT Vol	109	0	0	0
Through Vol	0	0	439	219
RT Vol	0	24	0	3
Lane Flow Rate	118	26	477	242
Geometry Grp	5	2	7	7
Degree of Util (X)	0.162	0.036	0.614	0.311
Departure Headway (Hd)	4.913	4.972	4.638	4.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	723	772	771
Service Time	2.92	2.98	2.397	2.387
HCM Lane V/C Ratio	0.161	0.036	0.618	0.314
HCM Control Delay	8.9	8.2	14.6	9.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.6	0.1	4.3	1.3

Intersection	
Intersection Delay, s/veh	20.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	14	9	75	0	78	0	31	0	0	545	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	10	82	0	85	0	34	0	0	592	43
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11	13.2	17.1
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	61%	0%	72%	3%
Vol Thru, %	100%	82%	39%	0%	0%	97%
Vol Right, %	0%	18%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	363	222	23	75	109	429
LT Vol	0	0	14	0	78	15
Through Vol	363	182	9	0	0	414
RT Vol	0	40	0	75	31	0
Lane Flow Rate	395	241	25	82	118	466
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.662	0.395	0.055	0.157	0.249	0.802
Departure Headway (Hd)	6.032	5.903	7.972	6.939	7.562	6.194
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	596	607	447	513	472	583
Service Time	3.797	3.669	5.766	4.732	5.655	4.256
HCM Lane V/C Ratio	0.663	0.397	0.056	0.16	0.25	0.799
HCM Control Delay	19.9	12.5	11.2	11	13.2	29.8
HCM Lane LOS	C	B	B	B	B	D
HCM 95th-tile Q	4.9	1.9	0.2	0.6	1	7.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	15	414	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	450	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	29.8
HCM LOS	D

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1861	540	65	1477	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2023	587	71	1605	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.61		0.61	0.61
vC, conflicting volume			2610		2993	968
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1412		2038	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			76		100	100
cM capacity (veh/h)			293		23	664

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	809	809	992	71	535	535	535
Volume Left	0	0	0	71	0	0	0
Volume Right	0	0	587	0	0	0	0
cSH	1700	1700	1700	293	1700	1700	1700
Volume to Capacity	0.48	0.48	0.58	0.24	0.31	0.31	0.31
Queue Length 95th (ft)	0	0	0	23	0	0	0
Control Delay (s)	0.0	0.0	0.0	21.1	0.0	0.0	0.0
Lane LOS				C			
Approach Delay (s)	0.0			0.9			
Approach LOS							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	93.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	594	0	1096	1282	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	646	0	1191	1393	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1870	697	1393	0	-	0
Stage 1	1393	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	110	~ 329	252	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	~ 329	252	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 461.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	252	-	110	329	-	-
HCM Lane V/C Ratio	-	-	0.119	1.962	-	-
HCM Control Delay (s)	0	-	42.1	$ 470.3	-	-
HCM Lane LOS	A	-	E	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	45	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	1117	78	106	2400
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1214	85	115	2609
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.91					
vC, conflicting volume	2791	447			1299	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2769	447			1299	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			78	
cM capacity (veh/h)	11	559			529	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	486	486	328	115	1304	1304
Volume Left	0	0	0	115	0	0
Volume Right	0	0	85	0	0	0
cSH	1700	1700	1700	529	1700	1700
Volume to Capacity	0.29	0.29	0.19	0.22	0.77	0.77
Queue Length 95th (ft)	0	0	0	21	0	0
Control Delay (s)	0.0	0.0	0.0	13.7	0.0	0.0
Lane LOS				B		
Approach Delay (s)	0.0			0.6		
Approach LOS						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	332	83	113	193
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	361	90	123	210
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	757	226			451	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	757	226			451	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			89	
cM capacity (veh/h)	306	778			1106	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	241	211	123	105	105
Volume Left	0	0	123	0	0
Volume Right	0	90	0	0	0
cSH	1700	1700	1106	1700	1700
Volume to Capacity	0.14	0.12	0.11	0.06	0.06
Queue Length 95th (ft)	0	0	9	0	0
Control Delay (s)	0.0	0.0	8.7	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.2		
Approach LOS					

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	13.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	236	106	603	0	0	453
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	115	655	0	0	492

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	901	328	0	0	655	0
Stage 1	655	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	278	668	-	-	928	-
Stage 1	479	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	278	668	-	-	928	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	55.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	278	668	928	-
HCM Lane V/C Ratio	-	-	0.923	0.172	-	-
HCM Control Delay (s)	-	-	75.9	11.5	0	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	8.6	0.6	0	-

Intersection	
Int Delay, s/veh	44.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	225	26	627	0	0	0	0	392	30	26	660	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	245	28	682	0	0	0	0	426	33	28	717	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	987	1233	359	717	0	0	459	0	0
Stage 1	774	774	-	-	-	-	-	-	-
Stage 2	213	459	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 244	176	~ 638	880	-	-	1098	-	-
Stage 1	415	406	-	-	-	-	-	-	-
Stage 2	802	565	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 234	0	~ 638	880	-	-	1098	-	-
Mov Cap-2 Maneuver	~ 234	0	-	-	-	-	-	-	-
Stage 1	398	0	-	-	-	-	-	-	-
Stage 2	802	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	100.2	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	880	-	-	234	638	1098	-	-
HCM Lane V/C Ratio	-	-	-	1.106	1.09	0.026	-	-
HCM Control Delay (s)	0	-	-	134.8	87.4	8.4	0.2	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	11.5	20.2	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	22.9
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	24	0	37	0	0	948	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	40	0	0	1030	47
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	8.4	23.8
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	24	632	359
LT Vol	37	0	0	0
Through Vol	0	0	632	316
RT Vol	0	24	0	43
Lane Flow Rate	40	26	687	390
Geometry Grp	5	2	7	7
Degree of Util (X)	0.057	0.038	0.878	0.49
Departure Headway (Hd)	5.088	5.209	4.6	4.516
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	691	783	796
Service Time	3.096	3.212	2.342	2.258
HCM Lane V/C Ratio	0.057	0.038	0.877	0.49
HCM Control Delay	8.4	8.4	30.8	11.6
HCM Lane LOS	A	A	D	B
HCM 95th-tile Q	0.2	0.1	11.1	2.7

Intersection	
Intersection Delay, s/veh	49.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	63	24	274	0	187	0	74	0	0	354	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	26	298	0	203	0	80	0	0	385	36
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	24.4	30.6	61.4
HCM LOS	C	D	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	72%	0%	72%	3%
Vol Thru, %	91%	28%	0%	0%	97%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	387	87	274	261	420
LT Vol	0	63	0	187	11
Through Vol	354	24	0	0	409
RT Vol	33	0	274	74	0
Lane Flow Rate	421	95	298	284	457
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.955	0.243	0.685	0.703	1
Departure Headway (Hd)	8.169	9.394	8.276	8.921	8.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	446	385	438	406	438
Service Time	6.219	7.094	6.032	6.985	6.341
HCM Lane V/C Ratio	0.944	0.247	0.68	0.7	1.043
HCM Control Delay	61.4	15.1	27.3	30.6	72.6
HCM Lane LOS	F	C	D	D	F
HCM 95th-tile Q	11.4	0.9	5	5.2	12.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	11	409	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	445	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	72.6
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1646	547	82	2634	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1789	595	89	2863	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			2384		3219	894
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1970		2969	189
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			63		100	100
cM capacity (veh/h)			243		6	687

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	716	716	952	89	954	954	954
Volume Left	0	0	0	89	0	0	0
Volume Right	0	0	595	0	0	0	0
cSH	1700	1700	1700	243	1700	1700	1700
Volume to Capacity	0.42	0.42	0.56	0.37	0.56	0.56	0.56
Queue Length 95th (ft)	0	0	0	40	0	0	0
Control Delay (s)	0.0	0.0	0.0	28.1	0.0	0.0	0.0
Lane LOS				D			
Approach Delay (s)	0.0			0.8			
Approach LOS							

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	485	0	2319	395	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	527	0	2521	429	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1437	215	429	0	-	0
Stage 1	429	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	186	672	731	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	672	731	-	-	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	283	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	731	-	186	672	-	-
HCM Lane V/C Ratio	-	-	0.047	0.784	-	-
HCM Control Delay (s)	0	-	25.3	27	-	-
HCM Lane LOS	A	-	D	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	7.7	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2279	62	39	1334
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2477	67	42	1450
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked						
vC, conflicting volume	3321	859			2545	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3321	859			2545	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			75	
cM capacity (veh/h)	5	300			172	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	991	991	563	42	725	725
Volume Left	0	0	0	42	0	0
Volume Right	0	0	67	0	0	0
cSH	1700	1700	1700	172	1700	1700
Volume to Capacity	0.58	0.58	0.33	0.25	0.43	0.43
Queue Length 95th (ft)	0	0	0	23	0	0
Control Delay (s)	0.0	0.0	0.0	32.6	0.0	0.0
Lane LOS				D		
Approach Delay (s)	0.0			0.9		
Approach LOS						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	747	141	93	111
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	812	153	101	121
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1151	483			965	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1151	483			965	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			86	
cM capacity (veh/h)	164	530			709	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	541	424	101	60	60
Volume Left	0	0	101	0	0
Volume Right	0	153	0	0	0
cSH	1700	1700	709	1700	1700
Volume to Capacity	0.32	0.25	0.14	0.04	0.04
Queue Length 95th (ft)	0	0	12	0	0
Control Delay (s)	0.0	0.0	10.9	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		5.0		
Approach LOS					

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	9.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	113	104	1135	0	0	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	113	1234	0	0	339

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1404	617	0	0	1234	0
Stage 1	1234	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	131	433	-	-	560	-
Stage 1	238	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	131	433	-	-	560	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	73.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	131	433	560	-
HCM Lane V/C Ratio	-	-	0.938	0.261	-	-
HCM Control Delay (s)	-	-	127	16.2	0	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	6.3	1	0	-

Intersection	
Int Delay, s/veh	27.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	285	14	336	0	0	0	0	826	16	12	411	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	310	15	365	0	0	0	0	898	17	13	447	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	922	1388	223	447	0	0	915	0	0
Stage 1	473	473	-	-	-	-	-	-	-
Stage 2	449	915	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 269	142	780	1110	-	-	741	-	-
Stage 1	593	557	-	-	-	-	-	-	-
Stage 2	610	350	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 263	0	780	1110	-	-	741	-	-
Mov Cap-2 Maneuver	~ 263	0	-	-	-	-	-	-	-
Stage 1	579	0	-	-	-	-	-	-	-
Stage 2	610	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	82.5	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1110	-	-	263	780	741	-	-
HCM Lane V/C Ratio	-	-	-	1.207	0.478	0.018	-	-
HCM Control Delay (s)	0	-	-	163.2	13.8	9.9	0.1	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	14.8	2.6	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	27	0	118	0	0	714	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	29	0	128	0	0	776	3
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	9	14.2
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	27	476	241
LT Vol	118	0	0	0
Through Vol	0	0	476	238
RT Vol	0	27	0	3
Lane Flow Rate	128	29	517	262
Geometry Grp	5	2	7	7
Degree of Util (X)	0.177	0.041	0.668	0.338
Departure Headway (Hd)	4.964	5.076	4.649	4.64
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	708	771	768
Service Time	2.971	3.086	2.416	2.407
HCM Lane V/C Ratio	0.176	0.041	0.671	0.341
HCM Control Delay	9	8.3	16.4	9.8
HCM Lane LOS	A	A	C	A
HCM 95th-tile Q	0.6	0.1	5.2	1.5

Intersection	
Intersection Delay, s/veh	30
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	10	88	0	83	0	33	0	0	609	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	11	96	0	90	0	36	0	0	662	47
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11.9	14.3	22.5
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	60%	0%	72%	3%
Vol Thru, %	100%	83%	40%	0%	0%	97%
Vol Right, %	0%	17%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	246	25	88	116	479
LT Vol	0	0	15	0	83	16
Through Vol	406	203	10	0	0	463
RT Vol	0	43	0	88	33	0
Lane Flow Rate	441	267	27	96	126	521
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.772	0.458	0.064	0.197	0.284	0.93
Departure Headway (Hd)	6.413	6.288	8.459	7.426	8.102	6.536
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	578	426	486	446	557
Service Time	4.113	3.988	6.169	5.135	6.11	4.536
HCM Lane V/C Ratio	0.775	0.462	0.063	0.198	0.283	0.935
HCM Control Delay	27.5	14.2	11.7	11.9	14.3	48.4
HCM Lane LOS	D	B	B	B	B	E
HCM 95th-tile Q	7.1	2.4	0.2	0.7	1.2	11.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	16	463	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	503	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	48.4
HCM LOS	E

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2184	896	79	2011	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2374	974	86	2186	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			3348		3761	1278
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2667		3325	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			11		100	100
cM capacity (veh/h)			97		0	682

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	950	950	1449	86	729	729	729
Volume Left	0	0	0	86	0	0	0
Volume Right	0	0	974	0	0	0	0
cSH	1700	1700	1700	97	1700	1700	1700
Volume to Capacity	0.56	0.56	0.85	0.89	0.43	0.43	0.43
Queue Length 95th (ft)	0	0	0	126	0	0	0
Control Delay (s)	0.0	0.0	0.0	141.5	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			5.3			
Approach LOS							

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	190.8

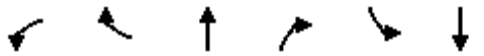
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	715	0	1371	1613	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	777	0	1490	1753	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2349	877	1753	0	-	0
Stage 1	1753	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	61	~ 250	167	-	-	-
Stage 1	82	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	~ 250	167	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	82	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 972.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	167	-	61	250	-	-
HCM Lane V/C Ratio	-	-	0.232	3.109	-	-
HCM Control Delay (s)	0	-	81	$ 989.1	-	-
HCM Lane LOS	A	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	0.8	70.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	1394	93	121	2963
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1515	101	132	3221
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.84					
vC, conflicting volume	3439	556			1616	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3522	556			1616	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			67	
cM capacity (veh/h)	3	475			399	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	606	606	404	132	1610	1610
Volume Left	0	0	0	132	0	0
Volume Right	0	0	101	0	0	0
cSH	1700	1700	1700	399	1700	1700
Volume to Capacity	0.36	0.36	0.24	0.33	0.95	0.95
Queue Length 95th (ft)	0	0	0	35	0	0
Control Delay (s)	0.0	0.0	0.0	18.4	0.0	0.0
Lane LOS				C		
Approach Delay (s)	0.0			0.7		
Approach LOS						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	428	126	144	225
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	465	137	157	245
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	969	301			602	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	969	301			602	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			84	
cM capacity (veh/h)	211	695			971	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	310	292	157	122	122
Volume Left	0	0	157	0	0
Volume Right	0	137	0	0	0
cSH	1700	1700	971	1700	1700
Volume to Capacity	0.18	0.17	0.16	0.07	0.07
Queue Length 95th (ft)	0	0	14	0	0
Control Delay (s)	0.0	0.0	9.4	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.7		
Approach LOS					

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	51.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	296	132	721	0	0	527
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	143	784	0	0	573

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1070	392	0	0	784	0
Stage 1	784	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 216	607	-	-	830	-
Stage 1	410	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 216	607	-	-	830	-
Mov Cap-2 Maneuver	~ 216	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	737	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	200.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	216	607	830	-
HCM Lane V/C Ratio	-	-	1.49	0.236	-	-
HCM Control Delay (s)	-	-	284.5	12.8	0	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	19.4	0.9	0	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	121.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	256	29	753	0	0	0	0	481	34	29	791	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	278	32	818	0	0	0	0	523	37	32	860	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1184	1483	430	860	0	0	560	0	0
Stage 1	923	923	-	-	-	-	-	-	-
Stage 2	261	560	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 182	124	~ 573	777	-	-	1007	-	-
Stage 1	347	347	-	-	-	-	-	-	-
Stage 2	759	509	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 171	0	~ 573	777	-	-	1007	-	-
Mov Cap-2 Maneuver	~ 171	0	-	-	-	-	-	-	-
Stage 1	326	0	-	-	-	-	-	-	-
Stage 2	759	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	276.4	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	171	573	1007	-	-
HCM Lane V/C Ratio	-	-	-	1.719	1.456	0.031	-	-
HCM Control Delay (s)	0	-	-	$ 394.1	234.9	8.7	0.2	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	20.7	40.4	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	37.2
Intersection LOS	E

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	27	0	43	0	0	1161	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	29	0	47	0	0	1262	53
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	8.5	38.9
HCM LOS	A	A	E

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	89%
Vol Right, %	0%	100%	0%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	27	774	436
LT Vol	43	0	0	0
Through Vol	0	0	774	387
RT Vol	0	27	0	49
Lane Flow Rate	47	29	841	474
Geometry Grp	5	2	7	7
Degree of Util (X)	0.066	0.043	1	0.596
Departure Headway (Hd)	5.115	5.291	4.609	4.53
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	704	681	782	791
Service Time	3.12	3.292	2.357	2.278
HCM Lane V/C Ratio	0.067	0.043	1.075	0.599
HCM Control Delay	8.5	8.5	53.1	13.8
HCM Lane LOS	A	A	F	B
HCM 95th-tile Q	0.2	0.1	17	4

Intersection	
Intersection Delay, s/veh	59.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	72	27	314	0	213	0	84	0	0	409	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	29	341	0	232	0	91	0	0	445	41
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	34.8	45.5	74.9
HCM LOS	D	E	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	73%	0%	72%	2%
Vol Thru, %	91%	27%	0%	0%	98%
Vol Right, %	9%	0%	100%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	447	99	314	297	494
LT Vol	0	72	0	213	12
Through Vol	409	27	0	0	482
RT Vol	38	0	314	84	0
Lane Flow Rate	486	108	341	323	537
Geometry Grp	2	7	7	5	2
Degree of Util (X)	1	0.291	0.821	0.837	1
Departure Headway (Hd)	8.769	9.719	8.656	9.334	8.825
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	413	371	420	391	413
Service Time	6.846	7.453	6.389	7.37	6.902
HCM Lane V/C Ratio	1.177	0.291	0.812	0.826	1.3
HCM Control Delay	74.9	16.4	40.6	45.5	75.2
HCM Lane LOS	F	C	E	E	F
HCM 95th-tile Q	12.4	1.2	7.6	7.7	12.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	12	482	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	524	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	75.2
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1972	794	95	3399	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2143	863	103	3695	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	257					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			3007		4013	1146
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2715		3918	491
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			16		100	100
cM capacity (veh/h)			123		0	438

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	857	857	1292	103	1232	1232	1232
Volume Left	0	0	0	103	0	0	0
Volume Right	0	0	863	0	0	0	0
cSH	1700	1700	1700	123	1700	1700	1700
Volume to Capacity	0.50	0.50	0.76	0.84	0.72	0.72	0.72
Queue Length 95th (ft)	0	0	0	128	0	0	0
Control Delay (s)	0.0	0.0	0.0	109.0	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			3.0			
Approach LOS							

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	14.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	9	584	0	2830	597	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	635	0	3076	649	0

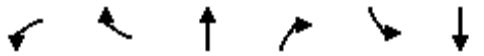
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1879	324	649	0	-	0
Stage 1	649	-	-	-	-	-
Stage 2	1230	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	109	~ 573	576	-	-	-
Stage 1	394	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	~ 573	576	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	394	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	95.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	576	-	109	573	-	-
HCM Lane V/C Ratio	-	-	0.09	1.108	-	-
HCM Control Delay (s)	0	-	41.3	96.5	-	-
HCM Lane LOS	A	-	E	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	19.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	2784	73	44	1728
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	3026	79	48	1878
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						401
pX, platoon unblocked	0.98					
vC, conflicting volume	4101	1048			3105	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4121	1048			3105	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			53	
cM capacity (veh/h)	1	224			102	

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	1210	1210	685	48	939	939
Volume Left	0	0	0	48	0	0
Volume Right	0	0	79	0	0	0
cSH	1700	1700	1700	102	1700	1700
Volume to Capacity	0.71	0.71	0.40	0.47	0.55	0.55
Queue Length 95th (ft)	0	0	0	51	0	0
Control Delay (s)	0.0	0.0	0.0	67.8	0.0	0.0
Lane LOS				F		
Approach Delay (s)	0.0			1.7		
Approach LOS						

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	905	201	118	133
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	984	218	128	145
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						366
pX, platoon unblocked						
vC, conflicting volume	1422	601			1202	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1422	601			1202	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			78	
cM capacity (veh/h)	99	443			576	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	656	546	128	72	72
Volume Left	0	0	128	0	0
Volume Right	0	218	0	0	0
cSH	1700	1700	576	1700	1700
Volume to Capacity	0.39	0.32	0.22	0.04	0.04
Queue Length 95th (ft)	0	0	21	0	0
Control Delay (s)	0.0	0.0	13.0	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		6.1		
Approach LOS					

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	65.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	183	131	1372	0	0	361
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	142	1491	0	0	392

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1687	746	0	0	1491	0
Stage 1	1491	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 85	356	-	-	446	-
Stage 1	~ 173	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 85	356	-	-	446	-
Mov Cap-2 Maneuver	~ 85	-	-	-	-	-
Stage 1	~ 173	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 426.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	85	356	446	-
HCM Lane V/C Ratio	-	-	2.34	0.4	-	-
HCM Control Delay (s)	-	-	$ 717	21.7	0	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	18.3	1.9	0	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	74.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	325	16	417	0	0	0	0	1020	18	13	528	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	353	17	453	0	0	0	0	1109	20	14	574	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1156	1730	287	574	0	0	1128	0	0
Stage 1	602	602	-	-	-	-	-	-	-
Stage 2	554	1128	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 190	87	710	995	-	-	615	-	-
Stage 1	510	487	-	-	-	-	-	-	-
Stage 2	539	278	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 184	0	710	995	-	-	615	-	-
Mov Cap-2 Maneuver	~ 184	0	-	-	-	-	-	-	-
Stage 1	493	0	-	-	-	-	-	-	-
Stage 2	539	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	228.8	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	995	-	-	184	710	615	-	-
HCM Lane V/C Ratio	-	-	-	1.967	0.651	0.023	-	-
HCM Control Delay (s)	0	-	-$	496.5	19	11	0.2	-
HCM Lane LOS	A	-	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	27.2	4.8	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Vol, veh/h	0	0	31	0	134	0	0	847	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	34	0	146	0	0	921	4
Number of Lanes	0	0	1	0	1	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.6	9.4	19
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	31	565	286
LT Vol	134	0	0	0
Through Vol	0	0	565	282
RT Vol	0	31	0	4
Lane Flow Rate	146	34	614	311
Geometry Grp	5	2	7	7
Degree of Util (X)	0.205	0.05	0.796	0.403
Departure Headway (Hd)	5.062	5.289	4.666	4.656
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	712	680	767	763
Service Time	3.074	3.301	2.451	2.441
HCM Lane V/C Ratio	0.205	0.05	0.801	0.408
HCM Control Delay	9.4	8.6	23.3	10.6
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.8	0.2	8.2	2

Intersection	
Intersection Delay, s/veh	45
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	11	107	0	95	0	38	0	0	721	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	12	116	0	103	0	41	0	0	784	53
Number of Lanes	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	12.7	15.5	40.5
HCM LOS	B	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	61%	0%	71%	3%
Vol Thru, %	100%	83%	39%	0%	0%	97%
Vol Right, %	0%	17%	0%	100%	29%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	481	289	28	107	133	564
LT Vol	0	0	17	0	95	18
Through Vol	481	240	11	0	0	546
RT Vol	0	49	0	107	38	0
Lane Flow Rate	522	314	30	116	145	613
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.959	0.567	0.073	0.247	0.334	1
Departure Headway (Hd)	6.608	6.49	8.642	7.639	8.308	6.868
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	549	557	415	471	434	527
Service Time	4.338	4.22	6.38	5.377	6.348	4.916
HCM Lane V/C Ratio	0.951	0.564	0.072	0.246	0.334	1.163
HCM Control Delay	54.4	17.4	12.1	12.9	15.5	65.7
HCM Lane LOS	F	C	B	B	C	F
HCM 95th-tile Q	12.6	3.5	0.2	1	1.4	14

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	18	546	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	593	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	65.7
HCM LOS	F

Lane

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2673	1312	96	2692	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2905	1426	104	2926	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	244					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			4332		4803	1682
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			4232		4981	16
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	100
cM capacity (veh/h)			22		0	666

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	1162	1162	2007	104	975	975	975
Volume Left	0	0	0	104	0	0	0
Volume Right	0	0	1426	0	0	0	0
cSH	1700	1700	1700	22	1700	1700	1700
Volume to Capacity	0.68	0.68	1.18	4.72	0.57	0.57	0.57
Queue Length 95th (ft)	0	0	0	Err	0	0	0
Control Delay (s)	0.0	0.0	0.0	2028.3	0.0	0.0	0.0
Lane LOS				F			
Approach Delay (s)	0.0			69.8			
Approach LOS							

Intersection Summary			
Average Delay	28.7		
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	396	1051	848
v/c Ratio	0.69	0.39	0.32
Control Delay	44.3	5.1	4.7
Queue Delay	0.0	0.0	0.0
Total Delay	44.3	5.1	4.7
Queue Length 50th (ft)	120	102	76
Queue Length 95th (ft)	161	160	121
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	996	2666	2666
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.39	0.32

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	411	47	957	196	183	138	1543
v/c Ratio	0.16	0.17	0.37	0.60	0.44	0.49	0.97
Control Delay	3.8	33.2	4.9	37.2	8.9	40.1	20.2
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	3.8	33.2	5.3	37.2	8.9	40.1	20.2
Queue Length 50th (ft)	30	23	86	87	0	71	0
Queue Length 95th (ft)	43	54	112	159	58	130	#208
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	327	417	281	1583
Starvation Cap Reductn	0	0	1041	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.17	0.62	0.60	0.44	0.49	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	509	201	41	1415	354	340
v/c Ratio	0.25	0.20	0.28	0.61	0.88	0.81
Control Delay	11.8	2.5	43.1	11.0	56.7	44.8
Queue Delay	0.0	0.0	0.0	21.2	0.0	0.0
Total Delay	11.8	2.5	43.1	32.1	56.7	44.8
Queue Length 50th (ft)	83	0	23	232	203	168
Queue Length 95th (ft)	123	34	53	295	#357	#308
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	2006	984	292	2302	425	438
Starvation Cap Reductn	0	0	0	927	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.20	0.14	1.03	0.83	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	98	968	1074	828	411	140
v/c Ratio	0.43	0.46	0.51	0.65	0.67	0.35
Control Delay	20.9	12.6	8.1	4.5	39.6	8.0
Queue Delay	0.0	1.8	0.5	0.5	0.0	0.7
Total Delay	20.9	14.4	8.6	4.9	39.6	8.7
Queue Length 50th (ft)	29	156	79	57	113	0
Queue Length 95th (ft)	96	256	273	166	151	45
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	228	2099	2099	1275	801	476
Starvation Cap Reductn	0	914	538	133	0	0
Spillback Cap Reductn	0	0	0	0	0	145
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.82	0.69	0.73	0.51	0.42

Intersection Summary

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	160	2255	284
v/c Ratio	0.48	0.78	0.10
Control Delay	44.8	7.3	2.0
Queue Delay	0.0	0.0	0.0
Total Delay	44.8	7.3	2.0
Queue Length 50th (ft)	47	273	13
Queue Length 95th (ft)	78	438	25
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	948	2900	2900
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.17	0.78	0.10

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	563	62	633	535	346	310	908
v/c Ratio	0.22	0.22	0.24	1.66	0.63	1.10	0.57
Control Delay	4.0	34.1	4.2	338.4	9.5	121.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	34.1	4.2	338.4	9.5	121.2	1.5
Queue Length 50th (ft)	44	31	51	~446	0	~202	0
Queue Length 95th (ft)	60	67	68	#645	81	#363	0
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	322	551	281	1583
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.24	1.66	0.63	1.10	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	965	260	23	1046	322	310
v/c Ratio	0.45	0.24	0.18	0.45	0.83	0.79
Control Delay	12.0	2.3	42.0	8.5	51.9	46.2
Queue Delay	0.0	0.0	0.0	2.2	0.0	0.0
Total Delay	12.0	2.3	42.0	10.8	51.9	46.2
Queue Length 50th (ft)	130	0	13	146	180	163
Queue Length 95th (ft)	247	37	36	188	#310	#283
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	2149	1063	292	2335	425	428
Starvation Cap Reductn	0	0	0	1104	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.24	0.08	0.85	0.76	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	92	1470	670	562	274	104
v/c Ratio	0.19	0.62	0.28	0.45	0.58	0.34
Control Delay	9.3	11.7	4.4	1.8	40.9	10.2
Queue Delay	0.0	5.9	0.5	0.4	0.0	0.9
Total Delay	9.3	17.6	4.9	2.2	40.9	11.1
Queue Length 50th (ft)	21	262	41	0	76	0
Queue Length 95th (ft)	52	386	63	33	110	43
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	472	2357	2357	1241	801	449
Starvation Cap Reductn	0	826	1189	267	0	0
Spillback Cap Reductn	0	0	0	0	0	177
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.96	0.57	0.58	0.34	0.38

Intersection Summary

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	396	1083	860
v/c Ratio	0.69	0.41	0.32
Control Delay	44.3	5.2	4.7
Queue Delay	0.0	0.0	0.0
Total Delay	44.3	5.2	4.7
Queue Length 50th (ft)	120	106	77
Queue Length 95th (ft)	161	166	123
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	996	2666	2666
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.41	0.32

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	423	47	966	197	186	138	1543
v/c Ratio	0.16	0.17	0.37	0.60	0.44	0.49	0.97
Control Delay	3.8	33.2	4.9	37.1	8.8	40.1	20.2
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	3.8	33.2	5.3	37.1	8.8	40.1	20.2
Queue Length 50th (ft)	31	23	87	87	0	71	0
Queue Length 95th (ft)	45	54	113	159	58	130	#208
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	328	420	281	1583
Starvation Cap Reductn	0	0	1037	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.17	0.62	0.60	0.44	0.49	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	524	222	41	1438	354	340
v/c Ratio	0.26	0.22	0.28	0.62	0.88	0.81
Control Delay	11.8	2.5	43.1	11.1	56.7	44.8
Queue Delay	0.0	0.0	0.0	24.2	0.0	0.0
Total Delay	11.8	2.5	43.1	35.4	56.7	44.8
Queue Length 50th (ft)	86	0	23	238	203	168
Queue Length 95th (ft)	127	36	53	303	#357	#308
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	2006	993	292	2302	425	438
Starvation Cap Reductn	0	0	0	917	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.22	0.14	1.04	0.83	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	98	984	1085	828	423	140
v/c Ratio	0.44	0.47	0.52	0.65	0.68	0.35
Control Delay	21.8	12.9	8.2	4.5	39.8	7.9
Queue Delay	0.0	1.9	0.5	0.5	0.0	0.7
Total Delay	21.8	14.7	8.7	5.0	39.8	8.6
Queue Length 50th (ft)	30	161	80	59	117	0
Queue Length 95th (ft)	98	261	289	167	155	45
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	221	2090	2090	1273	801	476
Starvation Cap Reductn	0	901	513	135	0	0
Spillback Cap Reductn	0	0	0	0	0	147
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.83	0.69	0.73	0.53	0.43

Intersection Summary

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	160	2289	304
v/c Ratio	0.48	0.79	0.10
Control Delay	45.0	7.6	2.0
Queue Delay	0.0	0.0	0.0
Total Delay	45.0	7.6	2.0
Queue Length 50th (ft)	48	288	14
Queue Length 95th (ft)	78	458	26
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	948	2898	2898
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.17	0.79	0.10

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	579	62	651	536	349	310	908
v/c Ratio	0.22	0.22	0.25	1.66	0.63	1.10	0.57
Control Delay	4.1	34.1	4.2	339.7	9.5	121.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	34.1	4.2	339.7	9.5	121.2	1.5
Queue Length 50th (ft)	45	31	52	~447	0	~202	0
Queue Length 95th (ft)	62	67	70	#647	81	#363	0
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	322	554	281	1583
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.25	1.66	0.63	1.10	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	982	277	23	1093	322	310
v/c Ratio	0.46	0.26	0.18	0.47	0.83	0.79
Control Delay	12.1	2.3	42.0	8.8	51.9	46.2
Queue Delay	0.0	0.0	0.0	2.6	0.0	0.0
Total Delay	12.1	2.3	42.0	11.3	51.9	46.2
Queue Length 50th (ft)	133	0	13	155	180	163
Queue Length 95th (ft)	253	38	36	200	#310	#283
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	2149	1070	292	2335	425	428
Starvation Cap Reductn	0	0	0	1081	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.26	0.08	0.87	0.76	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	92	1486	692	562	299	104
v/c Ratio	0.20	0.64	0.30	0.46	0.60	0.33
Control Delay	9.8	12.3	4.5	1.8	40.8	9.9
Queue Delay	0.0	7.4	0.5	0.4	0.0	0.9
Total Delay	9.8	19.7	5.0	2.2	40.8	10.8
Queue Length 50th (ft)	21	273	43	0	82	0
Queue Length 95th (ft)	54	403	66	38	118	42
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	453	2332	2332	1234	801	449
Starvation Cap Reductn	0	805	1130	254	0	0
Spillback Cap Reductn	0	0	0	0	0	182
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.97	0.58	0.57	0.37	0.39

Intersection Summary

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	427	1201	967
v/c Ratio	0.70	0.46	0.37
Control Delay	44.1	6.0	5.3
Queue Delay	0.0	0.0	0.0
Total Delay	44.1	6.0	5.3
Queue Length 50th (ft)	130	130	95
Queue Length 95th (ft)	171	202	150
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	996	2633	2633
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.43	0.46	0.37

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	525	66	1061	231	219	148	1705
v/c Ratio	0.20	0.23	0.41	0.71	0.49	0.53	1.08
Control Delay	4.0	34.4	5.1	43.4	8.9	41.2	52.0
Queue Delay	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	4.0	34.4	5.6	43.4	8.9	41.2	52.0
Queue Length 50th (ft)	40	33	100	109	0	77	~146
Queue Length 95th (ft)	56	70	128	#208	63	139	#405
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	327	447	281	1583
Starvation Cap Reductn	0	0	995	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.23	0.66	0.71	0.49	0.53	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	666	277	84	1698	454	423
v/c Ratio	0.37	0.29	0.45	0.75	1.07	1.01
Control Delay	15.2	2.8	45.1	14.2	97.7	79.9
Queue Delay	0.0	0.0	0.0	48.0	0.0	0.0
Total Delay	15.2	2.8	45.1	62.2	97.7	79.9
Queue Length 50th (ft)	121	0	46	321	~306	~245
Queue Length 95th (ft)	178	42	88	410	#502	#450
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1805	943	292	2258	425	419
Starvation Cap Reductn	0	0	0	794	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.29	0.29	1.16	1.07	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	155	1130	1289	921	522	175
v/c Ratio	1.20	0.59	0.67	0.72	0.75	0.38
Control Delay	171.3	16.2	10.8	6.8	40.5	7.2
Queue Delay	0.0	17.0	0.2	1.3	0.0	3.3
Total Delay	171.3	33.2	11.0	8.1	40.5	10.6
Queue Length 50th (ft)	~108	211	98	106	143	0
Queue Length 95th (ft)	#178	317	390	266	192	50
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	129	1918	1918	1279	801	503
Starvation Cap Reductn	0	800	152	174	0	0
Spillback Cap Reductn	0	0	0	0	0	239
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.20	1.01	0.73	0.83	0.65	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	182	2528	374
v/c Ratio	0.51	0.88	0.13
Control Delay	45.9	11.8	2.3
Queue Delay	0.0	0.0	0.0
Total Delay	45.9	11.8	2.3
Queue Length 50th (ft)	56	415	19
Queue Length 95th (ft)	87	691	34
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	949	2872	2872
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.88	0.13

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	720	90	735	605	409	333	1084
v/c Ratio	0.28	0.32	0.28	1.88	0.79	1.19	0.68
Control Delay	4.3	35.9	4.4	432.1	22.3	148.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	35.9	4.4	432.1	22.3	148.6	2.4
Queue Length 50th (ft)	59	45	61	~532	55	~230	0
Queue Length 95th (ft)	79	90	81	#740	#210	#395	0
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	322	518	281	1583
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.32	0.28	1.88	0.79	1.19	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	1283	423	70	1334	403	382
v/c Ratio	0.70	0.41	0.40	0.59	0.95	0.88
Control Delay	20.3	2.9	44.6	10.9	68.6	53.8
Queue Delay	0.0	0.0	0.0	21.6	0.0	0.0
Total Delay	20.3	2.9	44.6	32.5	68.6	53.8
Queue Length 50th (ft)	292	0	38	211	240	206
Queue Length 95th (ft)	406	49	77	268	#428	#380
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1833	1024	292	2262	425	434
Starvation Cap Reductn	0	0	0	966	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.41	0.24	1.03	0.95	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	208	1763	884	648	385	164
v/c Ratio	0.63	0.79	0.39	0.52	0.65	0.40
Control Delay	25.0	18.0	5.2	2.7	39.9	8.3
Queue Delay	0.0	47.6	0.3	0.2	0.0	44.9
Total Delay	25.0	65.6	5.6	2.9	39.9	53.2
Queue Length 50th (ft)	75	402	53	23	106	0
Queue Length 95th (ft)	#222	#667	80	84	143	49
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	332	2239	2239	1239	801	495
Starvation Cap Reductn	0	640	728	141	0	0
Spillback Cap Reductn	0	11	0	0	0	335
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	1.10	0.59	0.59	0.48	1.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	427	1233	979
v/c Ratio	0.70	0.47	0.37
Control Delay	44.1	6.1	5.3
Queue Delay	0.0	0.0	0.0
Total Delay	44.1	6.1	5.3
Queue Length 50th (ft)	130	135	97
Queue Length 95th (ft)	171	210	152
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	996	2633	2633
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.43	0.47	0.37

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	537	66	1071	236	218	148	1705
v/c Ratio	0.21	0.23	0.41	0.72	0.49	0.53	1.08
Control Delay	4.0	34.4	5.2	44.0	8.9	41.2	52.0
Queue Delay	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	4.0	34.4	5.7	44.0	8.9	41.2	52.0
Queue Length 50th (ft)	41	33	101	110	0	77	~146
Queue Length 95th (ft)	57	70	130	#214	63	139	#405
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	328	446	281	1583
Starvation Cap Reductn	0	0	991	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.23	0.67	0.72	0.49	0.53	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	682	298	84	1721	454	423
v/c Ratio	0.38	0.31	0.45	0.76	1.07	1.01
Control Delay	15.3	2.8	45.1	14.5	97.7	81.3
Queue Delay	0.0	0.0	0.0	48.0	0.0	0.0
Total Delay	15.3	2.8	45.1	62.4	97.7	81.3
Queue Length 50th (ft)	125	0	46	330	~306	~248
Queue Length 95th (ft)	182	44	88	420	#502	#452
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1805	953	292	2258	425	417
Starvation Cap Reductn	0	0	0	782	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.31	0.29	1.17	1.07	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	155	1146	1300	921	534	175
v/c Ratio	1.23	0.60	0.68	0.72	0.76	0.38
Control Delay	182.6	16.4	10.9	6.9	40.9	7.2
Queue Delay	0.0	19.7	0.2	1.3	0.0	3.5
Total Delay	182.6	36.2	11.1	8.2	40.9	10.7
Queue Length 50th (ft)	~110	217	99	107	146	0
Queue Length 95th (ft)	#180	324	395	268	197	50
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	126	1912	1912	1277	801	503
Starvation Cap Reductn	0	789	135	175	0	0
Spillback Cap Reductn	0	0	0	0	0	242
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.23	1.02	0.73	0.84	0.67	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	182	2562	395
v/c Ratio	0.51	0.89	0.14
Control Delay	45.9	12.5	2.3
Queue Delay	0.0	0.0	0.0
Total Delay	45.9	12.5	2.3
Queue Length 50th (ft)	56	435	21
Queue Length 95th (ft)	87	731	36
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	949	2872	2872
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.89	0.14

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	736	90	753	606	413	333	1084
v/c Ratio	0.28	0.32	0.29	1.88	0.81	1.19	0.68
Control Delay	4.4	35.9	4.4	433.5	24.7	148.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	35.9	4.4	433.5	24.7	148.6	2.4
Queue Length 50th (ft)	61	45	63	~533	63	~230	0
Queue Length 95th (ft)	81	90	83	#741	#227	#395	0
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	322	510	281	1583
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.32	0.29	1.88	0.81	1.19	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	1299	440	70	1382	403	382
v/c Ratio	0.71	0.43	0.40	0.61	0.95	0.88
Control Delay	20.6	2.9	44.6	11.2	68.6	53.8
Queue Delay	0.0	0.0	0.0	28.2	0.0	0.0
Total Delay	20.6	2.9	44.6	39.4	68.6	53.8
Queue Length 50th (ft)	298	0	38	223	240	206
Queue Length 95th (ft)	414	50	77	283	#428	#380
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1833	1032	292	2262	425	434
Starvation Cap Reductn	0	0	0	944	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.43	0.24	1.05	0.95	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	208	1779	907	648	410	164
v/c Ratio	0.66	0.80	0.41	0.53	0.67	0.39
Control Delay	27.5	19.0	5.4	2.7	39.8	8.0
Queue Delay	0.0	47.5	0.3	0.2	0.0	53.1
Total Delay	27.5	66.5	5.7	2.9	39.8	61.1
Queue Length 50th (ft)	78	417	54	25	113	0
Queue Length 95th (ft)	#230	#686	82	85	151	48
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	317	2215	2215	1233	801	495
Starvation Cap Reductn	0	622	669	136	0	0
Spillback Cap Reductn	0	11	0	0	0	339
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	1.12	0.59	0.59	0.51	1.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	489	1504	1268
v/c Ratio	0.73	0.58	0.49
Control Delay	43.6	8.1	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	43.6	8.1	7.0
Queue Length 50th (ft)	148	204	154
Queue Length 95th (ft)	191	312	237
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	996	2571	2571
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.49	0.58	0.49

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	675	88	1253	298	278	168	2075
v/c Ratio	0.26	0.31	0.48	0.90	0.56	0.60	1.31
Control Delay	4.2	35.8	5.7	63.9	9.1	43.9	155.4
Queue Delay	0.0	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	4.2	35.8	6.4	63.9	9.1	43.9	155.4
Queue Length 50th (ft)	54	44	127	149	0	89	~588
Queue Length 95th (ft)	73	88	163	#301	70	156	#850
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	330	495	281	1583
Starvation Cap Reductn	0	0	912	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.31	0.74	0.90	0.56	0.60	1.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	866	370	127	2104	580	533
v/c Ratio	0.52	0.39	0.57	0.93	1.36	1.33
Control Delay	19.0	3.2	46.9	24.1	208.8	195.9
Queue Delay	0.0	0.0	0.0	45.4	0.0	0.0
Total Delay	19.0	3.2	46.9	69.5	208.8	195.9
Queue Length 50th (ft)	178	0	70	510	~467	~421
Queue Length 95th (ft)	252	50	122	#757	#677	#631
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1654	937	292	2258	425	400
Starvation Cap Reductn	0	0	0	601	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.39	0.43	1.27	1.36	1.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	222	1370	1603	1075	663	221
v/c Ratio	2.67	0.75	0.87	0.87	0.86	0.42
Control Delay	809.7	20.7	17.8	14.9	45.7	6.8
Queue Delay	0.0	48.8	0.2	8.5	0.0	65.2
Total Delay	809.7	69.5	18.0	23.4	45.7	72.0
Queue Length 50th (ft)	~171	302	396	225	185	0
Queue Length 95th (ft)	#324	430	#616	#350	#269	55
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	83	1836	1836	1240	801	538
Starvation Cap Reductn	0	677	19	145	0	0
Spillback Cap Reductn	0	7	0	0	0	344
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.67	1.18	0.88	0.98	0.83	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	216	3088	577
v/c Ratio	0.55	1.09	0.20
Control Delay	46.5	60.4	2.7
Queue Delay	0.0	0.0	0.0
Total Delay	46.5	60.4	2.7
Queue Length 50th (ft)	67	~1173	35
Queue Length 95th (ft)	101	#1345	58
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	949	2834	2834
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	1.09	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	933	124	888	722	546	378	1379
v/c Ratio	0.36	0.44	0.34	2.24	1.25	1.35	0.87
Control Delay	4.8	38.7	4.7	590.8	152.5	209.5	7.7
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	4.8	38.7	5.1	590.8	152.5	209.5	7.7
Queue Length 50th (ft)	83	64	77	~675	~303	~284	0
Queue Length 95th (ft)	108	118	102	#895	#513	#456	#7
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	322	437	281	1583
Starvation Cap Reductn	0	0	1070	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.44	0.58	2.24	1.25	1.35	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	1689	605	116	1709	508	480
v/c Ratio	0.96	0.58	0.54	0.76	1.20	1.12
Control Delay	39.2	5.5	46.1	14.3	141.3	111.9
Queue Delay	0.0	0.0	0.0	48.0	0.0	0.0
Total Delay	39.2	5.5	46.1	62.3	141.3	111.9
Queue Length 50th (ft)	~510	27	64	325	~375	~324
Queue Length 95th (ft)	#726	117	112	414	#577	#527
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1755	1046	292	2258	425	429
Starvation Cap Reductn	0	0	0	788	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.58	0.40	1.16	1.20	1.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	329	2183	1157	776	515	230
v/c Ratio	1.65	1.03	0.55	0.62	0.73	0.45
Control Delay	336.7	49.2	6.8	4.3	40.0	7.2
Queue Delay	0.0	28.8	0.1	0.6	0.0	74.1
Total Delay	336.7	78.0	6.9	5.0	40.0	81.3
Queue Length 50th (ft)	~286	~772	72	63	140	0
Queue Length 95th (ft)	#368	#946	96	152	189	56
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	199	2120	2120	1259	801	545
Starvation Cap Reductn	0	430	196	188	0	0
Spillback Cap Reductn	0	39	0	0	0	425
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.65	1.29	0.60	0.72	0.64	1.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	489	1536	1280
v/c Ratio	0.73	0.60	0.50
Control Delay	43.6	8.3	7.1
Queue Delay	0.0	0.0	0.0
Total Delay	43.6	8.3	7.1
Queue Length 50th (ft)	148	212	157
Queue Length 95th (ft)	191	325	241
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	996	2571	2571
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.49	0.60	0.50

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	687	88	1263	299	282	168	2075
v/c Ratio	0.26	0.31	0.49	0.91	0.57	0.60	1.31
Control Delay	4.3	35.8	5.7	64.5	9.1	43.9	155.4
Queue Delay	0.0	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	4.3	35.8	6.5	64.5	9.1	43.9	155.4
Queue Length 50th (ft)	56	44	129	150	0	89	~588
Queue Length 95th (ft)	75	88	165	#302	71	156	#850
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	330	499	281	1583
Starvation Cap Reductn	0	0	908	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.31	0.75	0.91	0.57	0.60	1.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	882	390	127	2127	580	533
v/c Ratio	0.53	0.41	0.57	0.94	1.36	1.33
Control Delay	19.2	3.2	46.9	25.4	208.8	195.9
Queue Delay	0.0	0.0	0.0	44.9	0.0	0.0
Total Delay	19.2	3.2	46.9	70.3	208.8	195.9
Queue Length 50th (ft)	183	0	70	525	~467	~422
Queue Length 95th (ft)	257	51	122	#772	#677	#632
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1654	947	292	2258	425	400
Starvation Cap Reductn	0	0	0	591	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.41	0.43	1.28	1.36	1.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	222	1385	1614	1075	675	221
v/c Ratio	2.67	0.76	0.88	0.87	0.87	0.42
Control Delay	809.7	21.0	18.2	15.1	46.8	6.8
Queue Delay	0.0	48.7	0.2	8.9	0.0	65.4
Total Delay	809.7	69.8	18.4	24.0	46.8	72.2
Queue Length 50th (ft)	~171	307	401	225	189	0
Queue Length 95th (ft)	#324	437	#624	#350	#277	55
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	83	1833	1833	1236	801	538
Starvation Cap Reductn	0	672	19	144	0	0
Spillback Cap Reductn	0	9	0	0	0	346
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.67	1.19	0.89	0.98	0.84	1.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	216	3122	598
v/c Ratio	0.55	1.10	0.21
Control Delay	46.5	65.5	2.8
Queue Delay	0.0	0.0	0.0
Total Delay	46.5	65.5	2.8
Queue Length 50th (ft)	67	~1196	36
Queue Length 95th (ft)	101	#1369	61
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	949	2834	2834
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	1.10	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	949	124	907	722	550	378	1379
v/c Ratio	0.37	0.44	0.35	2.24	1.27	1.35	0.87
Control Delay	4.8	38.7	4.7	590.8	162.6	209.5	7.7
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	4.8	38.7	5.1	590.8	162.6	209.5	7.7
Queue Length 50th (ft)	85	64	80	~675	~314	~284	0
Queue Length 95th (ft)	111	118	104	#895	#526	#456	#7
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	322	432	281	1583
Starvation Cap Reductn	0	0	1063	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.44	0.59	2.24	1.27	1.35	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	1705	623	116	1757	508	480
v/c Ratio	0.97	0.59	0.54	0.78	1.20	1.13
Control Delay	40.8	5.8	46.1	15.0	141.3	114.9
Queue Delay	0.0	0.0	0.0	47.8	0.0	0.0
Total Delay	40.8	5.8	46.1	62.8	141.3	114.9
Queue Length 50th (ft)	~554	29	64	343	~375	~327
Queue Length 95th (ft)	#737	124	112	438	#577	#530
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1755	1051	292	2258	425	426
Starvation Cap Reductn	0	0	0	765	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.59	0.40	1.18	1.20	1.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	329	2199	1179	776	540	230
v/c Ratio	1.74	1.04	0.56	0.62	0.76	0.45
Control Delay	374.5	54.1	7.0	4.4	40.6	7.2
Queue Delay	0.0	23.5	0.1	0.7	0.0	74.2
Total Delay	374.5	77.6	7.1	5.0	40.6	81.4
Queue Length 50th (ft)	~198	~789	74	63	146	0
Queue Length 95th (ft)	#376	#956	97	150	199	56
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	189	2106	2106	1256	801	545
Starvation Cap Reductn	0	419	146	192	0	0
Spillback Cap Reductn	0	41	0	0	0	426
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.74	1.30	0.60	0.73	0.67	1.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	396	1079	858
v/c Ratio	0.69	0.40	0.32
Control Delay	44.3	5.2	4.7
Queue Delay	0.0	0.0	0.0
Total Delay	44.3	5.2	4.7
Queue Length 50th (ft)	120	106	77
Queue Length 95th (ft)	161	165	123
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	996	2666	2666
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.40	0.32

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	422	47	964	197	186	138	1543
v/c Ratio	0.16	0.17	0.37	0.60	0.44	0.49	0.97
Control Delay	3.8	33.2	4.9	37.1	8.8	40.1	20.2
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	3.8	33.2	5.3	37.1	8.8	40.1	20.2
Queue Length 50th (ft)	31	23	87	87	0	71	0
Queue Length 95th (ft)	45	54	113	159	58	130	#208
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	328	420	281	1583
Starvation Cap Reductn	0	0	1038	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.17	0.62	0.60	0.44	0.49	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	522	220	41	1435	354	340
v/c Ratio	0.26	0.22	0.28	0.62	0.88	0.81
Control Delay	11.8	2.5	43.1	11.1	56.7	44.8
Queue Delay	0.0	0.0	0.0	23.7	0.0	0.0
Total Delay	11.8	2.5	43.1	34.8	56.7	44.8
Queue Length 50th (ft)	85	0	23	237	203	168
Queue Length 95th (ft)	126	36	53	302	#357	#308
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	2006	992	292	2302	425	438
Starvation Cap Reductn	0	0	0	918	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.22	0.14	1.04	0.83	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	98	982	1083	828	421	140
v/c Ratio	0.44	0.47	0.52	0.65	0.68	0.35
Control Delay	21.6	12.8	8.2	4.5	39.8	7.9
Queue Delay	0.0	1.9	0.5	0.5	0.0	0.7
Total Delay	21.6	14.7	8.6	5.0	39.8	8.7
Queue Length 50th (ft)	30	160	80	58	116	0
Queue Length 95th (ft)	98	261	289	167	154	45
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	223	2091	2091	1274	801	476
Starvation Cap Reductn	0	904	519	135	0	0
Spillback Cap Reductn	0	0	0	0	0	147
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.83	0.69	0.73	0.53	0.43

Intersection Summary

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	160	2285	302
v/c Ratio	0.48	0.79	0.10
Control Delay	45.0	7.6	2.0
Queue Delay	0.0	0.0	0.0
Total Delay	45.0	7.6	2.0
Queue Length 50th (ft)	48	286	14
Queue Length 95th (ft)	78	457	26
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	948	2898	2898
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.17	0.79	0.10

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	576	62	649	536	349	310	908
v/c Ratio	0.22	0.22	0.25	1.66	0.63	1.10	0.57
Control Delay	4.1	34.1	4.2	339.7	9.5	121.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	34.1	4.2	339.7	9.5	121.2	1.5
Queue Length 50th (ft)	45	31	52	~447	0	~202	0
Queue Length 95th (ft)	61	67	70	#647	81	#363	0
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	322	554	281	1583
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.25	1.66	0.63	1.10	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	979	275	23	1088	322	310
v/c Ratio	0.46	0.26	0.18	0.47	0.83	0.79
Control Delay	12.0	2.3	42.0	8.7	51.9	46.2
Queue Delay	0.0	0.0	0.0	2.5	0.0	0.0
Total Delay	12.0	2.3	42.0	11.3	51.9	46.2
Queue Length 50th (ft)	133	0	13	154	180	163
Queue Length 95th (ft)	253	38	36	198	#310	#283
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	2149	1069	292	2335	425	428
Starvation Cap Reductn	0	0	0	1083	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.26	0.08	0.87	0.76	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	92	1484	689	562	297	104
v/c Ratio	0.20	0.64	0.30	0.46	0.60	0.33
Control Delay	9.7	12.3	4.5	1.8	40.8	9.9
Queue Delay	0.0	7.2	0.5	0.4	0.0	0.9
Total Delay	9.7	19.5	5.0	2.2	40.8	10.8
Queue Length 50th (ft)	21	272	42	0	82	0
Queue Length 95th (ft)	54	401	65	37	118	42
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	455	2333	2333	1235	801	449
Starvation Cap Reductn	0	806	1137	255	0	0
Spillback Cap Reductn	0	0	0	0	0	181
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.97	0.58	0.57	0.37	0.39

Intersection Summary

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	427	1229	977
v/c Ratio	0.70	0.47	0.37
Control Delay	44.1	6.1	5.3
Queue Delay	0.0	0.0	0.0
Total Delay	44.1	6.1	5.3
Queue Length 50th (ft)	130	134	96
Queue Length 95th (ft)	171	209	152
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	996	2633	2633
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.43	0.47	0.37

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	536	66	1068	236	218	148	1705
v/c Ratio	0.21	0.23	0.41	0.72	0.49	0.53	1.08
Control Delay	4.0	34.4	5.1	44.0	8.9	41.2	52.0
Queue Delay	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	4.0	34.4	5.7	44.0	8.9	41.2	52.0
Queue Length 50th (ft)	41	33	101	110	0	77	~146
Queue Length 95th (ft)	57	70	130	#214	63	139	#405
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	328	446	281	1583
Starvation Cap Reductn	0	0	992	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.23	0.67	0.72	0.49	0.53	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	679	296	84	1717	454	423
v/c Ratio	0.38	0.31	0.45	0.76	1.07	1.01
Control Delay	15.3	2.8	45.1	14.4	97.7	80.6
Queue Delay	0.0	0.0	0.0	48.0	0.0	0.0
Total Delay	15.3	2.8	45.1	62.4	97.7	80.6
Queue Length 50th (ft)	124	0	46	327	~306	~246
Queue Length 95th (ft)	181	44	88	418	#502	#451
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1805	952	292	2258	425	418
Starvation Cap Reductn	0	0	0	785	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.31	0.29	1.17	1.07	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	155	1143	1298	921	532	175
v/c Ratio	1.23	0.60	0.68	0.72	0.75	0.38
Control Delay	182.5	16.4	10.9	6.9	40.8	7.2
Queue Delay	0.0	19.5	0.2	1.3	0.0	3.5
Total Delay	182.5	35.9	11.1	8.2	40.8	10.7
Queue Length 50th (ft)	~109	216	98	107	146	0
Queue Length 95th (ft)	#180	323	394	267	196	50
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	126	1913	1913	1278	801	503
Starvation Cap Reductn	0	792	138	175	0	0
Spillback Cap Reductn	0	0	0	0	0	242
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.23	1.02	0.73	0.83	0.66	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	182	2558	392
v/c Ratio	0.51	0.89	0.14
Control Delay	45.9	12.5	2.3
Queue Delay	0.0	0.0	0.0
Total Delay	45.9	12.5	2.3
Queue Length 50th (ft)	56	433	20
Queue Length 95th (ft)	87	725	36
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	949	2872	2872
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.89	0.14

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	733	90	751	606	413	333	1084
v/c Ratio	0.28	0.32	0.29	1.88	0.81	1.19	0.68
Control Delay	4.4	35.9	4.4	433.5	24.3	148.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	35.9	4.4	433.5	24.3	148.6	2.4
Queue Length 50th (ft)	61	45	62	~533	62	~230	0
Queue Length 95th (ft)	81	90	83	#741	#225	#395	0
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	322	512	281	1583
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.32	0.29	1.88	0.81	1.19	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	1297	438	70	1376	403	382
v/c Ratio	0.71	0.42	0.40	0.61	0.95	0.88
Control Delay	20.5	2.9	44.6	11.1	68.6	53.8
Queue Delay	0.0	0.0	0.0	27.2	0.0	0.0
Total Delay	20.5	2.9	44.6	38.3	68.6	53.8
Queue Length 50th (ft)	297	0	38	221	240	206
Queue Length 95th (ft)	412	51	77	282	#428	#380
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1833	1031	292	2262	425	434
Starvation Cap Reductn	0	0	0	946	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.42	0.24	1.05	0.95	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	208	1777	903	648	408	164
v/c Ratio	0.65	0.80	0.41	0.53	0.67	0.39
Control Delay	27.3	18.9	5.4	2.7	39.7	8.0
Queue Delay	0.0	47.5	0.3	0.2	0.0	53.1
Total Delay	27.3	66.4	5.7	2.9	39.7	61.1
Queue Length 50th (ft)	78	416	54	25	112	0
Queue Length 95th (ft)	#229	#685	82	86	150	48
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	318	2215	2215	1233	801	495
Starvation Cap Reductn	0	623	675	136	0	0
Spillback Cap Reductn	0	11	0	0	0	339
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.12	0.59	0.59	0.51	1.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	489	1533	1278
v/c Ratio	0.73	0.60	0.50
Control Delay	43.6	8.3	7.1
Queue Delay	0.0	0.0	0.0
Total Delay	43.6	8.3	7.1
Queue Length 50th (ft)	148	212	156
Queue Length 95th (ft)	191	323	240
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	996	2571	2571
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.49	0.60	0.50

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	686	88	1261	299	282	168	2075
v/c Ratio	0.26	0.31	0.49	0.91	0.57	0.60	1.31
Control Delay	4.3	35.8	5.7	64.5	9.1	43.9	155.4
Queue Delay	0.0	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	4.3	35.8	6.5	64.5	9.1	43.9	155.4
Queue Length 50th (ft)	55	44	128	150	0	89	~588
Queue Length 95th (ft)	75	88	164	#302	71	156	#850
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	330	499	281	1583
Starvation Cap Reductn	0	0	909	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.31	0.75	0.91	0.57	0.60	1.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	879	388	127	2124	580	533
v/c Ratio	0.53	0.41	0.57	0.94	1.36	1.33
Control Delay	19.1	3.2	46.9	25.2	208.8	195.9
Queue Delay	0.0	0.0	0.0	45.0	0.0	0.0
Total Delay	19.1	3.2	46.9	70.2	208.8	195.9
Queue Length 50th (ft)	182	0	70	522	~467	~422
Queue Length 95th (ft)	256	51	122	#770	#677	#632
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1654	946	292	2258	425	400
Starvation Cap Reductn	0	0	0	592	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.41	0.43	1.27	1.36	1.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	222	1383	1612	1075	673	221
v/c Ratio	2.67	0.75	0.88	0.87	0.87	0.42
Control Delay	809.7	21.0	18.2	15.0	46.5	6.8
Queue Delay	0.0	48.7	0.2	8.8	0.0	65.4
Total Delay	809.7	69.7	18.4	23.8	46.5	72.2
Queue Length 50th (ft)	~171	306	400	225	188	0
Queue Length 95th (ft)	#324	436	#623	#352	#276	55
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	83	1833	1833	1237	801	538
Starvation Cap Reductn	0	672	19	144	0	0
Spillback Cap Reductn	0	9	0	0	0	346
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.67	1.19	0.89	0.98	0.84	1.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	216	3117	596
v/c Ratio	0.55	1.10	0.21
Control Delay	46.5	64.7	2.8
Queue Delay	0.0	0.0	0.0
Total Delay	46.5	64.7	2.8
Queue Length 50th (ft)	67	~1193	36
Queue Length 95th (ft)	101	#1366	61
Internal Link Dist (ft)	514	202	126
Turn Bay Length (ft)			
Base Capacity (vph)	949	2834	2834
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	1.10	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBR	NER	NER2
Lane Group Flow (vph)	946	124	904	722	550	378	1379
v/c Ratio	0.36	0.44	0.35	2.24	1.27	1.35	0.87
Control Delay	4.8	38.7	4.7	590.8	161.4	209.5	7.7
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	4.8	38.7	5.1	590.8	161.4	209.5	7.7
Queue Length 50th (ft)	84	64	80	~675	~313	~284	0
Queue Length 95th (ft)	110	118	104	#895	#525	#456	#7
Internal Link Dist (ft)	338		364	358			
Turn Bay Length (ft)		130					
Base Capacity (vph)	2595	281	2595	322	433	281	1583
Starvation Cap Reductn	0	0	1064	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.44	0.59	2.24	1.27	1.35	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	1703	621	116	1751	508	480
v/c Ratio	0.97	0.59	0.54	0.78	1.20	1.13
Control Delay	40.6	5.7	46.1	14.9	141.3	114.9
Queue Delay	0.0	0.0	0.0	47.9	0.0	0.0
Total Delay	40.6	5.7	46.1	62.7	141.3	114.9
Queue Length 50th (ft)	~526	29	64	341	~375	~327
Queue Length 95th (ft)	#735	123	112	435	#577	#530
Internal Link Dist (ft)	164			216		550
Turn Bay Length (ft)			150		200	
Base Capacity (vph)	1755	1051	292	2258	425	426
Starvation Cap Reductn	0	0	0	768	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.59	0.40	1.18	1.20	1.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	329	2197	1176	776	538	230
v/c Ratio	1.72	1.04	0.56	0.62	0.75	0.45
Control Delay	365.7	53.5	7.0	4.4	40.5	7.2
Queue Delay	0.0	24.1	0.1	0.7	0.0	74.2
Total Delay	365.7	77.6	7.0	5.0	40.5	81.4
Queue Length 50th (ft)	~196	~788	74	63	146	0
Queue Length 95th (ft)	#375	#956	97	150	198	56
Internal Link Dist (ft)		216	34			
Turn Bay Length (ft)	150				500	
Base Capacity (vph)	191	2107	2107	1256	801	545
Starvation Cap Reductn	0	420	150	192	0	0
Spillback Cap Reductn	0	41	0	0	0	426
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.72	1.30	0.60	0.73	0.67	1.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	3,892	veh/h	L_D:	218	ft
V_R:	508	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 4,225	pc/h
		v_R: 551	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,690 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 16.8 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.6	mi/h
Speed in Outer Freeway Lanes (S_O):	59.3	mi/h
Total Average Speed (S):	55.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	4,290	veh/h
V_R:	348	veh/h

Off-Ramp Characteristics

L_D:	218	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	4,657	pc/h
v_R:	378	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,863 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____

Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 18.3 pc/mi/ln

LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.8	mi/h
Speed in Outer Freeway Lanes (S_O):	58.8	mi/h
Total Average Speed (S):	55.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,400	veh/h	L_D:	139	ft
V_R:	1,544	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 4,776	pc/h
		v_R: 1,676	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,911 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 19.4 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.3	mi/h
Speed in Outer Freeway Lanes (S_O):	58.6	mi/h
Total Average Speed (S):	54.5	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	4,638	veh/h
V_R:	290	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	5,035	pc/h
v_R:	315	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,014 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 20.3 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.9	mi/h
Speed in Outer Freeway Lanes (S_O):	58.3	mi/h
Total Average Speed (S):	55.0	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	9,820	veh/h
V_R:	761	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	10,660	pc/h
v_R:	826	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,264 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 39.4 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.3	mi/h
Speed in Outer Freeway Lanes (S_O):	51.8	mi/h
Total Average Speed (S):	50.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	9,759	veh/h
V_R:	709	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	10,594	pc/h
v_R:	770	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,238 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 39.2 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.4	mi/h
Speed in Outer Freeway Lanes (S_O):	51.8	mi/h
Total Average Speed (S):	50.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	3,892	veh/h	L_D:	218	ft
V_R:	519	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 4,225	pc/h
		v_R: 563	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,690 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 16.8 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.6	mi/h
Speed in Outer Freeway Lanes (S_O):	59.3	mi/h
Total Average Speed (S):	55.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,290	veh/h	L_D:	218	ft
V_R:	371	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 4,657	pc/h
		v_R: 403	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,863 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 18.3 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.8	mi/h
Speed in Outer Freeway Lanes (S_O):	58.8	mi/h
Total Average Speed (S):	55.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	4,411	veh/h
V_R:	1,559	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	4,788	pc/h
v_R:	1,692	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,915 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 19.5 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.3	mi/h
Speed in Outer Freeway Lanes (S_O):	58.6	mi/h
Total Average Speed (S):	54.5	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	4,661	veh/h
V_R:	319	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	5,060	pc/h
v_R:	346	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,024 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 20.4 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.9	mi/h
Speed in Outer Freeway Lanes (S_O):	58.3	mi/h
Total Average Speed (S):	54.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	9,863	veh/h
V_R:	761	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	10,707	pc/h
v_R:	826	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,283 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 39.6 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.3	mi/h
Speed in Outer Freeway Lanes (S_O):	51.7	mi/h
Total Average Speed (S):	50.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	9,796	veh/h
V_R:	709	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	10,634	pc/h
v_R:	770	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,254 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 39.4 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.4	mi/h
Speed in Outer Freeway Lanes (S_O):	51.8	mi/h
Total Average Speed (S):	50.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	3,892	veh/h
V_R:	517	veh/h

Off-Ramp Characteristics

L_D:	218	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	4,225	pc/h
v_R:	561	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,690 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 16.8 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.6	mi/h
Speed in Outer Freeway Lanes (S_O):	59.3	mi/h
Total Average Speed (S):	55.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	4,290	veh/h
V_R:	369	veh/h

Off-Ramp Characteristics

L_D:	218	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	4,657	pc/h
v_R:	401	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,863 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 18.3 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.8	mi/h
Speed in Outer Freeway Lanes (S_O):	58.8	mi/h
Total Average Speed (S):	55.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	4,409	veh/h
V_R:	1,556	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	4,786	pc/h
v_R:	1,689	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,914 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 19.5 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.3	mi/h
Speed in Outer Freeway Lanes (S_O):	58.6	mi/h
Total Average Speed (S):	54.5	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	4,659	veh/h
V_R:	315	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	5,058	pc/h
v_R:	342	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,023 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 20.4 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.9	mi/h
Speed in Outer Freeway Lanes (S_O):	58.3	mi/h
Total Average Speed (S):	54.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	9,858	veh/h
V_R:	761	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	10,701	pc/h
v_R:	826	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,281 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 39.6 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.3	mi/h
Speed in Outer Freeway Lanes (S_O):	51.7	mi/h
Total Average Speed (S):	50.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	9,791	veh/h
V_R:	709	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	10,629	pc/h
v_R:	770	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,251 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 39.3 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.4	mi/h
Speed in Outer Freeway Lanes (S_O):	51.8	mi/h
Total Average Speed (S):	50.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,325	veh/h	L_D:	218	ft
V_R:	642	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 4,695	pc/h
		v_R: 697	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,878 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 18.4 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.5	mi/h
Speed in Outer Freeway Lanes (S_O):	58.7	mi/h
Total Average Speed (S):	55.0	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	4,832	veh/h
V_R:	504	veh/h

Off-Ramp Characteristics

L_D:	218	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	5,246	pc/h
v_R:	547	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,098 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 20.3 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.6	mi/h
Speed in Outer Freeway Lanes (S_O):	58.1	mi/h
Total Average Speed (S):	54.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,967	veh/h	L_D:	139	ft
V_R:	1,931	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,392	pc/h
		v_R: 2,096	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,157 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 21.6 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	47.8	mi/h
Speed in Outer Freeway Lanes (S_O):	57.9	mi/h
Total Average Speed (S):	53.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	5,336	veh/h
V_R:	588	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	5,793	pc/h
v_R:	638	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,317 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____

Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 22.9 pc/mi/ln

LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.5	mi/h
Speed in Outer Freeway Lanes (S_O):	57.5	mi/h
Total Average Speed (S):	54.3	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,888	veh/h
V_R:	854	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,820	pc/h
v_R:	927	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,728 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 43.4 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.2	mi/h
Speed in Outer Freeway Lanes (S_O):	50.4	mi/h
Total Average Speed (S):	49.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	11,042	veh/h
V_R:	899	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,986	pc/h
v_R:	976	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,795 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 44.0 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.1	mi/h
Speed in Outer Freeway Lanes (S_O):	50.2	mi/h
Total Average Speed (S):	49.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,325	veh/h	L_D:	218	ft
V_R:	653	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 4,695	pc/h
		v_R: 709	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,878 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 18.4 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.5	mi/h
Speed in Outer Freeway Lanes (S_O):	58.7	mi/h
Total Average Speed (S):	55.0	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,832	veh/h	L_D:	218	ft
V_R:	527	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,246	pc/h
		v_R: 572	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,098 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 20.3 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.6	mi/h
Speed in Outer Freeway Lanes (S_O):	58.1	mi/h
Total Average Speed (S):	54.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,978	veh/h	L_D:	139	ft
V_R:	1,946	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,404	pc/h
		v_R: 2,112	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,162 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 21.6 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	47.8	mi/h
Speed in Outer Freeway Lanes (S_O):	57.9	mi/h
Total Average Speed (S):	53.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	5,359	veh/h
V_R:	617	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	5,818	pc/h
v_R:	669	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,327 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____

Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 23.0 pc/mi/ln

LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.5	mi/h
Speed in Outer Freeway Lanes (S_O):	57.4	mi/h
Total Average Speed (S):	54.3	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,931	veh/h
V_R:	854	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,866	pc/h
v_R:	927	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,747 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 43.6 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.2	mi/h
Speed in Outer Freeway Lanes (S_O):	50.4	mi/h
Total Average Speed (S):	49.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	11,079	veh/h
V_R:	899	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	12,027	pc/h
v_R:	976	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,811 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 44.2 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.1	mi/h
Speed in Outer Freeway Lanes (S_O):	50.2	mi/h
Total Average Speed (S):	49.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,325	veh/h	L_D:	218	ft
V_R:	651	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 4,695	pc/h
		v_R: 707	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,878 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 18.4 pc/mi/ln LOS: B

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.5	mi/h
Speed in Outer Freeway Lanes (S_O):	58.7	mi/h
Total Average Speed (S):	55.0	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,832	veh/h	L_D:	218	ft
V_R:	525	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,246	pc/h
		v_R: 570	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,098 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 20.3 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.6	mi/h
Speed in Outer Freeway Lanes (S_O):	58.1	mi/h
Total Average Speed (S):	54.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,976	veh/h	L_D:	139	ft
V_R:	1,943	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,402	pc/h
		v_R: 2,109	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,161 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 21.6 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	47.8	mi/h
Speed in Outer Freeway Lanes (S_O):	57.9	mi/h
Total Average Speed (S):	53.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,357	veh/h	L_D:	139	ft
V_R:	613	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,815	pc/h
		v_R: 665	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,326 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 23.0 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.5	mi/h
Speed in Outer Freeway Lanes (S_O):	57.4	mi/h
Total Average Speed (S):	54.3	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,926	veh/h
V_R:	854	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,861	pc/h
v_R:	927	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,744 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 43.6 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.2	mi/h
Speed in Outer Freeway Lanes (S_O):	50.4	mi/h
Total Average Speed (S):	49.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	11,074	veh/h	L_D:	164	ft
V_R:	899	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 12,021	pc/h
		v_R: 976	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,808 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 44.1 pc/mi/ln LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.1	mi/h
Speed in Outer Freeway Lanes (S_O):	50.2	mi/h
Total Average Speed (S):	49.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,298	veh/h	L_D:	218	ft
V_R:	815	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,751	pc/h
		v_R: 885	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,300 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 22.1 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.2	mi/h
Speed in Outer Freeway Lanes (S_O):	57.5	mi/h
Total Average Speed (S):	54.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	5,842	veh/h
V_R:	687	veh/h

Off-Ramp Characteristics

L_D:	218	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	6,342	pc/h
v_R:	745	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,537 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 24.1 pc/mi/ln

LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.4	mi/h
Speed in Outer Freeway Lanes (S_O):	56.8	mi/h
Total Average Speed (S):	53.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	6,112	veh/h	L_D:	139	ft
V_R:	2,457	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 6,635	pc/h
		v_R: 2,667	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,654 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 25.8 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	47.2	mi/h
Speed in Outer Freeway Lanes (S_O):	56.5	mi/h
Total Average Speed (S):	52.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	6,529	veh/h
V_R:	929	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	7,087	pc/h
v_R:	1,008	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,835 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____

Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 27.4 pc/mi/ln

LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.1	mi/h
Speed in Outer Freeway Lanes (S_O):	55.9	mi/h
Total Average Speed (S):	53.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	12,812	veh/h
V_R:	1,021	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	13,908	pc/h
v_R:	1,109	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,563 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____

Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 50.6 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.0	mi/h
Speed in Outer Freeway Lanes (S_O):	48.0	mi/h
Total Average Speed (S):	48.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	13,339	veh/h
V_R:	1,151	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,480	pc/h
v_R:	1,249	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,792 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 52.6 pc/mi/ln LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.8	mi/h
Speed in Outer Freeway Lanes (S_O):	47.3	mi/h
Total Average Speed (S):	47.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,298	veh/h	L_D:	218	ft
V_R:	826	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,751	pc/h
		v_R: 896	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,300 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 22.1 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.2	mi/h
Speed in Outer Freeway Lanes (S_O):	57.5	mi/h
Total Average Speed (S):	54.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	5,842	veh/h
V_R:	710	veh/h

Off-Ramp Characteristics

L_D:	218	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	6,342	pc/h
v_R:	770	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,537 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 24.1 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.4	mi/h
Speed in Outer Freeway Lanes (S_O):	56.8	mi/h
Total Average Speed (S):	53.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	6,123	veh/h	L_D:	139	ft
V_R:	2,472	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	6,647 pc/h
		v_R:	2,683 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,659 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____

Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 25.9 pc/mi/ln

LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	47.1	mi/h
Speed in Outer Freeway Lanes (S_O):	56.5	mi/h
Total Average Speed (S):	52.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	6,552	veh/h
V_R:	958	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	7,112	pc/h
v_R:	1,040	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,845 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____

Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 27.5 pc/mi/ln

LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.1	mi/h
Speed in Outer Freeway Lanes (S_O):	55.9	mi/h
Total Average Speed (S):	53.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	12,855	veh/h
V_R:	1,021	veh/h

Off-Ramp Characteristics

L_D:	164	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	13,955	pc/h
v_R:	1,109	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,582 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____

Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 50.8 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.0	mi/h
Speed in Outer Freeway Lanes (S_O):	47.9	mi/h
Total Average Speed (S):	48.3	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	13,376	veh/h	L_D:	164	ft
V_R:	1,151	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 14,520	pc/h
		v_R: 1,249	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,808 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 52.7 pc/mi/ln LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.8	mi/h
Speed in Outer Freeway Lanes (S_O):	47.2	mi/h
Total Average Speed (S):	47.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,298	veh/h	L_D:	218	ft
V_R:	824	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,751	pc/h
		v_R: 894	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,300 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 22.1 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.2	mi/h
Speed in Outer Freeway Lanes (S_O):	57.5	mi/h
Total Average Speed (S):	54.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

1. US 101 Northbound to Hollywood Boulevard

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	5,842	veh/h
V_R:	708	veh/h

Off-Ramp Characteristics

L_D:	218	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	6,342	pc/h
v_R:	768	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,537 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____

Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 24.1 pc/mi/ln

LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.4	mi/h
Speed in Outer Freeway Lanes (S_O):	56.8	mi/h
Total Average Speed (S):	53.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	6,121	veh/h	L_D:	139	ft
V_R:	2,469	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 6,645	pc/h
		v_R: 2,680	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,658 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 25.9 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	47.1	mi/h
Speed in Outer Freeway Lanes (S_O):	56.5	mi/h
Total Average Speed (S):	52.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

2. US 101 Northbound to Sunset Boulevard/Wilton Place

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	6,550	veh/h
V_R:	954	veh/h

Off-Ramp Characteristics

L_D:	139	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	7,110	pc/h
v_R:	1,035	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,844 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection:

Total Queue Length: pc

Queuing Capacity: pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 27.5 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.1	mi/h
Speed in Outer Freeway Lanes (S_O):	55.9	mi/h
Total Average Speed (S):	53.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

AM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	12,850	veh/h	L_D:	164	ft
V_R:	1,021	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 13,950	pc/h
		v_R: 1,109	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,580 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 50.8 pc/mi/ln LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.0	mi/h
Speed in Outer Freeway Lanes (S_O):	47.9	mi/h
Total Average Speed (S):	48.3	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Diverge (Off-Ramp) Worksheet

3. US 101 Southbound to Western Avenue at Lexington Avenue

PM Peak Hour

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	13,371	veh/h	L_D:	164	ft
V_R:	1,151	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 14,515	pc/h
		v_R: 1,249	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,806 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Off-ramp Approach Level of Service at Intersection: _____ Total Queue Length: _____ pc

Queuing Capacity: _____ pc

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 52.7 pc/mi/ln LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.8	mi/h
Speed in Outer Freeway Lanes (S_O):	47.3	mi/h
Total Average Speed (S):	47.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	8,004	veh/h
V_R:	227	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	8,689	pc/h
v_R:	246	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 3,475 pc/h v_{R12}: 3,721 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 8,935 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 32.2 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.1	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	50.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	8,204	veh/h
V_R:	273	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	8,906	pc/h
v_R:	296	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 3,562 pc/h v_{R12}: 3,858 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 9,202 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 33.3 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.8	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	50.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,189	veh/h
V_R:	392	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,061	pc/h
v_R:	426	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,424 pc/h v_{R12}: 4,850 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,486	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 40.6 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	44.8	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	9,881	veh/h	L_A:	394	ft
V_R:	587	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	10,726 pc/h
		v_R:	637 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,290 pc/h v_{R12}: 4,927 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 11,363 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 41.1 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 44.2 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 49.5 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,989	veh/h	L_A:	308	ft
V_R:	955	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,416	pc/h
		v_R: 1,037	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,166 pc/h v_{R12}: 3,203 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 6,452 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 28.0 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 49.9 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 58.7 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,038	veh/h	L_A:	308	ft
V_R:	890	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 4,384	pc/h
		v_R: 966	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,754 pc/h v_{R12}: 2,720 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 5,350 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 24.3 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 50.4 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 60.5 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	10,478	veh/h	L_A:	367	ft
V_R:	447	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	11,374 pc/h
		v_R:	485 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,550 pc/h v_{R12}: 5,035 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 11,860 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 42.2 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 43.4 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 48.4 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,389	veh/h
V_R:	419	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,278	pc/h
v_R:	455	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,511 pc/h v_{R12}: 4,966 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,733	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 41.7 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	43.9	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.6	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	8,004	veh/h
V_R:	246	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	8,689	pc/h
v_R:	267	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 3,475 pc/h v_{R12}: 3,742 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 8,956 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 32.4 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.0	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	50.3	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	8,204	veh/h
V_R:	289	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	8,906	pc/h
v_R:	314	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 3,562 pc/h v_{R12}: 3,876 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 9,219 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 33.4 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.7	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	50.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,208	veh/h
V_R:	416	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,081	pc/h
v_R:	452	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,432 pc/h v_{R12}: 4,884 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,533	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 40.9 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	44.5	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	9,897	veh/h	L_A:	394	ft
V_R:	608	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 10,744	pc/h
		v_R: 660	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,297 pc/h v_{R12}: 4,957 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 11,404 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 41.4 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 44.0 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 49.5 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	5,015	veh/h
V_R:	955	veh/h

Off-Ramp Characteristics

L_A:	308	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	5,444	pc/h
v_R:	1,037	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,178 pc/h v_{R12}: 3,215 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 6,481 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 28.1 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.9	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	58.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	4,090	veh/h	L_A:	308	ft
V_R:	890	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 4,440	pc/h
		v_R: 966	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,776 pc/h v_{R12}: 2,742 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 5,406 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 24.5 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 50.4 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 60.3 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,521	veh/h
V_R:	462	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,421	pc/h
v_R:	502	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,568 pc/h v_{R12}: 5,070 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 11,922 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 42.5 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	43.1	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,426	veh/h
V_R:	431	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,318	pc/h
v_R:	468	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,527 pc/h v_{R12}: 4,995 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,786	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 41.9 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	43.7	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.5	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	8,004	veh/h
V_R:	244	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	8,689	pc/h
v_R:	265	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 3,475 pc/h v_{R12}: 3,740 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	8,954	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	NO

Density in Off-Ramp Influence Area (D_R): 32.4 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	49.0	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	50.3	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	8,204	veh/h
V_R:	287	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	8,906	pc/h
v_R:	312	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 3,562 pc/h v_{R12}: 3,874 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	9,217	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 33.4 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.7	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	50.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,206	veh/h
V_R:	413	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,079	pc/h
v_R:	448	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,432 pc/h v_{R12}: 4,880 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,527	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 40.9 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	44.6	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	9,895	veh/h
V_R:	605	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	10,741	pc/h
v_R:	657	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,297 pc/h v_{R12}: 4,954 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,398	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 41.3 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	44.1	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	49.5	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,011	veh/h	L_A:	308	ft
V_R:	955	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 5,440	pc/h
		v_R: 1,037	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,176 pc/h v_{R12}: 3,213 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 6,476 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 28.1 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 49.9 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 58.7 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	4,084	veh/h
V_R:	890	veh/h

Off-Ramp Characteristics

L_A:	308	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	4,434	pc/h
v_R:	966	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 1,774 pc/h v_{R12}: 2,740 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 5,399 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 24.5 pc/mi/ln LOS: C

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	50.4	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	60.3	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	10,516	veh/h	L_A:	367	ft
V_R:	460	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	11,416 pc/h
		v_R:	499 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,566 pc/h v_{R12}: 5,065 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 11,915 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 42.5 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	43.2	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,421	veh/h
V_R:	429	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,312	pc/h
v_R:	466	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,525 pc/h v_{R12}: 4,991 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,778	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 41.9 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	43.8	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.5	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	9,915	veh/h	L_A:	342	ft
V_R:	370	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	10,764 pc/h
		v_R:	402 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,305 pc/h v_{R12}: 4,707 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 11,165 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 39.9 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 45.6 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 49.1 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	10,250	veh/h	L_A:	342	ft
V_R:	506	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	11,126 pc/h
		v_R:	549 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,451 pc/h v_{R12}: 5,000 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 11,676 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 42.1 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 43.7 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 48.8 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	12,654	veh/h	L_A:	394	ft
V_R:	666	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	13,736 pc/h
		v_R:	723 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,494 pc/h v_{R12}: 6,217 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 14,459 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 51.2 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 25.8 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 40.9 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	12,460	veh/h
V_R:	1,042	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	13,526	pc/h
v_R:	1,131	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,410 pc/h v_{R12}: 6,541 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	14,657	pc/h	
Number of Downstream lanes:	4	Freeway Capacity:	9,000 pc/h
		Exceeds Capacity?	YES
Density in Off-Ramp Influence Area (D_R):	53.5 pc/mi/ln	LOS:	F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	16.1	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	37.0	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	6,530	veh/h	L_A:	308	ft
V_R:	1,253	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	7,088 pc/h
		v_R:	1,360 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,835 pc/h v_{R12}: 4,195 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 8,449 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 35.6 pc/mi/ln LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 47.8 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 57.5 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,461	veh/h	L_A:	308	ft
V_R:	1,197	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	5,928 pc/h
		v_R:	1,300 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,371 pc/h v_{R12}: 3,671 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 7,228 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 31.6 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 49.2 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 59.7 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	13,154	veh/h	L_A:	367	ft
V_R:	755	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	14,279 pc/h
		v_R:	820 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,712 pc/h v_{R12}: 6,532 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	15,100 pc/h		
Number of Downstream lanes:	4	Freeway Capacity:	9,000 pc/h
		Exceeds Capacity?	YES
Density in Off-Ramp Influence Area (D_R):	53.7 pc/mi/ln	LOS:	F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	16.4 mi/h
Speed in Outer Freeway Lanes (S_O):	48.7 mi/h
Total Average Speed (S):	36.7 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	13,265	veh/h
V_R:	818	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,399	pc/h
v_R:	888	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,760 pc/h v_{R12}: 6,648 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,288 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 54.6 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	12.1	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	34.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	9,915	veh/h	L_A:	342	ft
V_R:	389	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 10,764	pc/h
		v_R: 422	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,305 pc/h v_{R12}: 4,727 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 11,186 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 40.0 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 45.5 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 49.2 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,250	veh/h
V_R:	522	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,126	pc/h
v_R:	567	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,451 pc/h v_{R12}: 5,018 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,693	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 42.2 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	43.5	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	12,673	veh/h	L_A:	394	ft
V_R:	690	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	13,757 pc/h
		v_R:	749 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,503 pc/h v_{R12}: 6,252 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 14,506 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 51.4 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 24.9 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 40.5 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	12,476	veh/h	L_A:	394	ft
V_R:	1,063	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 13,543	pc/h
		v_R: 1,154	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,417 pc/h v_{R12}: 6,571 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 14,697 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 53.7 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 15.0 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 36.5 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	6,556	veh/h
V_R:	1,253	veh/h

Off-Ramp Characteristics

L_A:	308	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	7,117	pc/h
v_R:	1,360	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,847 pc/h

v_{R12}: 4,207 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 8,477 pc/h

Number of Downstream lanes: 4

Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 35.7 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	47.7	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	57.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,513	veh/h	L_A:	308	ft
V_R:	1,197	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	5,984 pc/h
		v_R:	1,300 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,394 pc/h v_{R12}: 3,694 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 7,284 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 31.8 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 49.1 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 59.5 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	13,197	veh/h
V_R:	770	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,326	pc/h
v_R:	836	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,730 pc/h v_{R12}: 6,566 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,162 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 54.0 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	15.2	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	36.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	13,302	veh/h
V_R:	830	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,439	pc/h
v_R:	901	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,776 pc/h v_{R12}: 6,677 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,341 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 54.8 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	10.9	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	34.3	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	9,915	veh/h
V_R:	387	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	10,764	pc/h
v_R:	420	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,305 pc/h v_{R12}: 4,725 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,184	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 40.0 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	45.5	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	49.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,250	veh/h
V_R:	520	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,126	pc/h
v_R:	565	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,451 pc/h v_{R12}: 5,016 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,691	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 42.2 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	43.5	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	12,671	veh/h
V_R:	687	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	13,754	pc/h
v_R:	746	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,502 pc/h v_{R12}: 6,248 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	14,501	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 51.4 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	25.0	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	40.6	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	12,474	veh/h
V_R:	1,060	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	13,541	pc/h
v_R:	1,151	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,416 pc/h

v_{R12}: 6,567 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 14,692 pc/h

Number of Downstream lanes: 4

Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 53.7 pc/mi/ln

LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	15.2	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	36.6	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	6,552	veh/h	L_A:	308	ft
V_R:	1,253	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 7,112	pc/h
		v_R: 1,360	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,845 pc/h v_{R12}: 4,205 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 8,473 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 35.7 pc/mi/ln LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 47.7 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 57.5 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,507	veh/h	L_A:	308	ft
V_R:	1,197	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	5,978 pc/h
		v_R:	1,300 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,391 pc/h v_{R12}: 3,691 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 7,278 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 31.7 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 49.1 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 59.5 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	13,192	veh/h	L_A:	367	ft
V_R:	768	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	14,321 pc/h
		v_R:	834 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,728 pc/h v_{R12}: 6,562 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,155 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 54.0 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 15.3 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 36.2 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	13,297	veh/h
V_R:	828	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,434	pc/h
v_R:	899	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,774 pc/h v_{R12}: 6,673 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,333 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 54.8 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	11.1	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	34.4	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	10,221	veh/h	L_A:	342	ft
V_R:	462	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	11,096 pc/h
		v_R:	502 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,438 pc/h v_{R12}: 4,940 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 11,597 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 41.6 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 44.1 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 48.9 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,756	veh/h
V_R:	678	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,676	pc/h
v_R:	736	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,670 pc/h v_{R12}: 5,406 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	12,412	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 45.2 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	39.9	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	47.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	12,967	veh/h
V_R:	868	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,076	pc/h
v_R:	943	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,630 pc/h v_{R12}: 6,573 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	15,018	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 53.8 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	15.0	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	36.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	13,103	veh/h	L_A:	394	ft
V_R:	1,390	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	14,224 pc/h
		v_R:	1,509 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,689 pc/h v_{R12}: 7,198 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,733 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 58.5 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): -16.5 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 20.8 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	6,832	veh/h	L_A:	308	ft
V_R:	1,363	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 7,416	pc/h
		v_R: 1,480	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,966 pc/h v_{R12}: 4,446 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 8,896 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 37.5 pc/mi/ln LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 46.8 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 57.3 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,798	veh/h	L_A:	308	ft
V_R:	1,389	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	6,294 pc/h
		v_R:	1,508 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,517 pc/h v_{R12}: 4,025 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):		7,802	pc/h
Number of Downstream lanes:	4	Freeway Capacity:	9,000 pc/h
		Exceeds Capacity?	NO
Density in Off-Ramp Influence Area (D_R):	34.2 pc/mi/ln	LOS:	D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	48.3	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	60.1	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	13,616	veh/h
V_R:	976	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,781	pc/h
v_R:	1,060	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,912 pc/h

v_{R12}: 6,972 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,841 pc/h

Number of Downstream lanes: 4

Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 57.1 pc/mi/ln

LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	-2.9	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	27.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	14,109	veh/h	L_A:	367	ft
V_R:	1,168	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	15,316 pc/h
		v_R:	1,268 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 6,126 pc/h v_{R12}: 7,394 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 16,584 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 60.3 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	-31.3	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	14.1	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,221	veh/h
V_R:	481	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,096	pc/h
v_R:	522	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,438 pc/h v_{R12}: 4,960 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,618	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 41.8 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	44.0	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,756	veh/h
V_R:	694	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,676	pc/h
v_R:	753	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,670 pc/h v_{R12}: 5,423 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	12,429	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 45.3 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	39.7	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	47.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	12,986	veh/h	L_A:	394	ft
V_R:	892	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 14,096	pc/h
		v_R: 969	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,639 pc/h v_{R12}: 6,608 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,065 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 54.1 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 13.7 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 35.6 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	13,119	veh/h
V_R:	1,411	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,241	pc/h
v_R:	1,532	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,696 pc/h

v_{R12}: 7,228 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,773 pc/h

Number of Downstream lanes: 4

Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 58.7 pc/mi/ln

LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	-18.6	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	19.8	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	6,858	veh/h
V_R:	1,363	veh/h

Off-Ramp Characteristics

L_A:	308	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	7,444	pc/h
v_R:	1,480	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,978 pc/h

v_{R12}: 4,458 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 8,924 pc/h

Number of Downstream lanes: 4

Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 37.6 pc/mi/ln

LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	46.8	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	57.2	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,850	veh/h	L_A:	308	ft
V_R:	1,389	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 6,350	pc/h
		v_R: 1,508	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,540 pc/h v_{R12}: 4,048 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 7,858 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 34.4 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 48.2 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 60.0 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	13,659	veh/h
V_R:	991	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,828	pc/h
v_R:	1,076	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,931 pc/h v_{R12}: 7,007 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,904 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 57.3 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	-4.8	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	27.0	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	14,146	veh/h
V_R:	1,180	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	15,356	pc/h
v_R:	1,281	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 6,142 pc/h v_{R12}: 7,423 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 16,637 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 60.5 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	-33.7	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	12.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,221	veh/h
V_R:	479	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,096	pc/h
v_R:	520	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,438 pc/h v_{R12}: 4,958 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	11,616	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 41.8 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	44.0	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	48.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

1. US 101 Southbound from Hollywood Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	10,756	veh/h
V_R:	692	veh/h

Off-Ramp Characteristics

L_A:	342	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	11,676	pc/h
v_R:	751	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 4,670 pc/h v_{R12}: 5,421 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 12,427 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 45.3 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	39.7	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	47.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	12,984	veh/h
V_R:	889	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,094	pc/h
v_R:	965	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,638 pc/h v_{R12}: 6,603 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	15,060	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 54.1 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	13.8	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	35.7	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

2. US 101 Southbound from Sunset Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	13,117	veh/h
V_R:	1,408	veh/h

Off-Ramp Characteristics

L_A:	394	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	14,239	pc/h
v_R:	1,529	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4

Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,696 pc/h

v_{R12}: 7,225 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,768 pc/h

Number of Downstream lanes: 4

Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 58.7 pc/mi/ln

LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	-18.4	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	19.9	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	6,854	veh/h	L_A:	308	ft
V_R:	1,363	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	7,440 pc/h
		v_R:	1,480 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,976 pc/h v_{R12}: 4,456 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 8,920 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 37.6 pc/mi/ln LOS: E

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 46.8 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 57.2 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

3. US 101 Northbound from Western Avenue

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	5,844	veh/h	L_A:	308	ft
V_R:	1,389	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F: 6,344	pc/h
		v_R: 1,508	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 2,537 pc/h v_{R12}: 4,045 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 7,852 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? NO

Density in Off-Ramp Influence Area (D_R): 34.4 pc/mi/ln LOS: D

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R): 48.3 mi/h

Speed in Outer Freeway Lanes (S_O): 48.7 mi/h

Total Average Speed (S): 60.0 mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

AM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes			Off-Ramp Characteristics		
V_F:	13,654	veh/h	L_A:	367	ft
V_R:	989	veh/h	Ramp FFS (S_{FR}):	40.0	mi/h
			[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04	Driver Population Factor (f_p):	1.00
% RVs (P_R):	0.00	Peak Hour Factor:	0.940
Level	1.5		
1	1.2	**Adjusted Volumes**	
Heavy Vehicle Adj. (f_{HV}):	0.980	v_F:	14,822 pc/h
		v_R:	1,074 pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 5,929 pc/h v_{R12}: 7,003 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}): 15,896 pc/h

Number of Downstream lanes: 4 Freeway Capacity: 9,000 pc/h

Exceeds Capacity? YES

Density in Off-Ramp Influence Area (D_R): 57.3 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	-4.6	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	27.1	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Ramp Merge (On-Ramp) Worksheet

4. US 101 Southbound from Santa Monica Boulevard

PM PEAK HOUR

1. VOLUME AND CONFIGURATION INPUTS

Unadjusted Volumes

V_F:	14,141	veh/h
V_R:	1,178	veh/h

Off-Ramp Characteristics

L_A:	367	ft
Ramp FFS (S_{FR}):	40.0	mi/h
[a] Freeway FFS:	55.0	mi/h

2. VOLUME ADJUSTMENTS

% Trucks & Buses (P_T):	4.04
% RVs (P_R):	0.00
Level	1.5
1	1.2
Heavy Vehicle Adj. (f_{HV}):	0.980

Driver Population Factor (f_p):	1.00
Peak Hour Factor:	0.940

Adjusted Volumes

v_F:	15,350	pc/h
v_R:	1,279	pc/h

3. ESTIMATE UPSTREAM VOLUME IN LANES 1 AND 2

Number of upstream lanes: 4 Estimated percent of flow in Lanes 1 and 2: 40 %

v_{12}: 6,140 pc/h v_{R12}: 7,419 pc/h

4. ESTIMATE RAMP-FREEWAY JUNCTION CAPACITY

Freeway Volume Immediately Downstream of On-Ramp Influence Area (v_{FO}):	16,629	pc/h
Number of Downstream lanes: 4	Freeway Capacity:	9,000 pc/h
	Exceeds Capacity?	YES

Density in Off-Ramp Influence Area (D_R): 60.5 pc/mi/ln LOS: F

5. ESTIMATE SPEEDS IN THE VICINITY OF THE OFF-RAMP

Speed in Ramp Influence Area (S_R):	-33.3	mi/h
Speed in Outer Freeway Lanes (S_O):	48.7	mi/h
Total Average Speed (S):	13.1	mi/h

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	9,828	veh/h
V_{FR}:	1,024	veh/h
V_{RF}:	270	veh/h
V_{RR}:	0	veh/h
V:	11,122	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	10,669	pc/h
v_{FR}:	1,112	pc/h
v_{RF}:	293	pc/h
v_{RR}:	0	pc/h
v_W:	1,405	pc/h
v_{NW}:	10,669	pc/h
v:	12,073	pc/h
VR:	0.116	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,112	lc/h	c_{IWL}:	2,153 pc/h/ln
L_{MAX}:	3,699	ft	c_{IW}:	20,628 pc/h/ln

c_W based on c_{IWL}: 8,441 pc/h <--

c_W based on c_{IW}: 20,216 pc/h

v/c: 1.402

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	1,194	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,685 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,068 lc/h	
			LC_{NW3}:	-3,082 lc/h	
		LC_{ALL}:	2,879	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.937

S_W:	35.7	mi/h
S_{NW}:	32.5	mi/h
S:	32.8	mi/h

6. DENSITY AND LOS

D: 91.9 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	9,908	veh/h
V_{FR}:	817	veh/h
V_{RF}:	278	veh/h
V_{RR}:	0	veh/h
V:	11,003	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_p): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	10,756	pc/h
v_{FR}:	887	pc/h
v_{RF}:	302	pc/h
v_{RR}:	0	pc/h
v_W:	1,189	pc/h
v_{NW}:	10,756	pc/h
v:	11,944	pc/h
VR:	0.100	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	887	lc/h	
L_{MAX}:	3,535	ft	
c_{IWL}:	2,166	pc/h/ln	
c_{IW}:	24,116	pc/h/ln	

c_W based on c_{IWL}: 8,490 pc/h <--

c_W based on c_{IW}: 23,634 pc/h

v/c: 1.379

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	969	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,703	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,087	lc/h	
			LC_{NW3}:	-3,067	lc/h	
			LC_{ALL}:	2,672	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.883

S_W:	36.2	mi/h
S_{NW}:	34.3	mi/h
S:	34.5	mi/h

6. DENSITY AND LOS

D: 86.6 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,349	veh/h
V_{FR}:	364	veh/h
V_{RF}:	1,038	veh/h
V_{RR}:	0	veh/h
V:	5,751	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	4,721	pc/h
v_{FR}:	395	pc/h
v_{RF}:	1,127	pc/h
v_{RR}:	0	pc/h
v_W:	1,522	pc/h
v_{NW}:	4,721	pc/h
v:	6,243	pc/h
VR:	0.244	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	395	lc/h	c_{IWL}:	2,054 pc/h/ln
L_{MAX}:	4,989	ft	c_{IW}:	9,845 pc/h/ln

c_W based on c_{IWL}: 8,052 pc/h <--

c_W based on c_{IW}: 9,648 pc/h

v/c: 0.760

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	476	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	456	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,742	lc/h	
			LC_{NW3}:	-4,116	lc/h	
			LC_{ALL}:	932	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.389

S_W:	43.8	mi/h
S_{NW}:	44.7	mi/h
S:	44.4	mi/h

6. DENSITY AND LOS

D: 35.1 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	3,386	veh/h
V_{FR}:	147	veh/h
V_{RF}:	1,235	veh/h
V_{RR}:	0	veh/h
V:	4,768	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor:	0.940
Driver Population Factor (f_P):	1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	3,676	pc/h
v_{FR}:	160	pc/h
v_{RF}:	1,341	pc/h
v_{RR}:	0	pc/h
v_W:	1,500	pc/h
v_{NW}:	3,676	pc/h
v:	5,176	pc/h
VR:	0.290	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	160	lc/h	c_{IWL}:	2,017 pc/h/ln
L_{MAX}:	5,475	ft	c_{IW}:	8,280 pc/h/ln

c_W based on c_{IWL}: 7,906 pc/h <--

c_W based on c_{IW}: 8,115 pc/h

v/c: 0.642

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	240	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	240 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,509 lc/h	
			LC_{NW3}:	-4,296 lc/h	
			LC_{ALL}:	481 lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0 mi/h	[a] S_{MAX} (FFS):	55.0 mi/h
W:	0.231	S_W:	47.5 mi/h
		S_{NW}:	47.6 mi/h
		S:	47.6 mi/h

6. DENSITY AND LOS

D: 27.2 pc/mi/ln LOS: C

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	5,194	veh/h
V_{FR}:	525	veh/h
V_{RF}:	419	veh/h
V_{RR}:	0	veh/h
V:	6,138	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,638	pc/h
v_{FR}:	570	pc/h
v_{RF}:	455	pc/h
v_{RR}:	0	pc/h
v_W:	1,025	pc/h
v_{NW}:	5,638	pc/h
v:	6,663	pc/h
VR:	0.154	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,025	lc/h	c_{IWL}:	2,191 pc/h/ln
L_{MAX}:	4,070	ft	c_{IW}:	15,601 pc/h/ln

c_W based on c_{IWL}: 8,588 pc/h <--

c_W based on c_{IW}: 15,289 pc/h

v/c: 0.760

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	1,226	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,115 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,946 lc/h	
			LC_{NW3}:	-2,549 lc/h	
			LC_{ALL}:	2,340 lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.352

S_W:	44.6	mi/h
S_{NW}:	39.6	mi/h
S:	40.3	mi/h

6. DENSITY AND LOS

D: 41.3 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,028	veh/h
V_{FR}:	669	veh/h
V_{RF}:	391	veh/h
V_{RR}:	0	veh/h
V:	5,088	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	4,373	pc/h
v_{FR}:	726	pc/h
v_{RF}:	424	pc/h
v_{RR}:	0	pc/h
v_W:	1,150	pc/h
v_{NW}:	4,373	pc/h
v:	5,523	pc/h
VR:	0.208	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,150	lc/h	c_{IWL}:	2,149 pc/h/ln
L_{MAX}:	4,621	ft	c_{IW}:	11,524 pc/h/ln

c_W based on c_{IWL}: 8,423 pc/h <--

c_W based on c_{IW}: 11,294 pc/h

v/c: 0.643

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,351	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	854	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,664	lc/h	
			LC_{NW3}:	-2,766	lc/h	
			LC_{ALL}:	2,205	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.336

S_W:	44.9	mi/h
S_{NW}:	40.1	mi/h
S:	41.0	mi/h

6. DENSITY AND LOS

D: 33.7 pc/mi/ln LOS: D

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	9,828	veh/h
V_{FR}:	1,035	veh/h
V_{RF}:	270	veh/h
V_{RR}:	0	veh/h
V:	11,133	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_p): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	10,669	pc/h
v_{FR}:	1,124	pc/h
v_{RF}:	293	pc/h
v_{RR}:	0	pc/h
v_W:	1,417	pc/h
v_{NW}:	10,669	pc/h
v:	12,085	pc/h
VR:	0.117	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,124	lc/h	
L_{MAX}:	3,708	ft	
c_{IWL}:	2,153	pc/h/ln	
c_{IW}:	20,474	pc/h/ln	

c_W based on c_{IWL}: 8,439 pc/h <--

c_W based on c_{IW}: 20,065 pc/h

v/c: 1.404

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,206	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,685	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,068	lc/h	
			LC_{NW3}:	-3,082	lc/h	
			LC_{ALL}:	2,891	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.940

S_W:	35.6	mi/h
S_{NW}:	32.4	mi/h
S:	32.8	mi/h

6. DENSITY AND LOS

D: 92.2 pc/mi/ln

LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	9,908	veh/h
V_{FR}:	841	veh/h
V_{RF}:	278	veh/h
V_{RR}:	0	veh/h
V:	11,027	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	10,756	pc/h
v_{FR}:	913	pc/h
v_{RF}:	302	pc/h
v_{RR}:	0	pc/h
v_W:	1,215	pc/h
v_{NW}:	10,756	pc/h
v:	11,970	pc/h
VR:	0.101	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	913	lc/h	
L_{MAX}:	3,554	ft	
c_{IWL}:	2,164	pc/h/ln	
c_{IW}:	23,650	pc/h/ln	

c_W based on c_{IWL}: 8,485 pc/h <--

c_W based on c_{IW}: 23,177 pc/h

v/c: 1.383

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	995	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,703	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,087	lc/h	
			LC_{NW3}:	-3,067	lc/h	
			LC_{ALL}:	2,698	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.890

S_W:	36.2	mi/h
S_{NW}:	34.1	mi/h
S:	34.3	mi/h

6. DENSITY AND LOS

D: 87.3 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,349	veh/h
V_{FR}:	364	veh/h
V_{RF}:	1,043	veh/h
V_{RR}:	0	veh/h
V:	5,756	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	4,721	pc/h
v_{FR}:	395	pc/h
v_{RF}:	1,132	pc/h
v_{RR}:	0	pc/h
v_W:	1,527	pc/h
v_{NW}:	4,721	pc/h
v:	6,248	pc/h
VR:	0.244	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	395	lc/h	c_{IWL}:	2,054 pc/h/ln
L_{MAX}:	4,996	ft	c_{IW}:	9,818 pc/h/ln

c_W based on c_{IWL}: 8,050 pc/h <--

c_W based on c_{IW}: 9,622 pc/h

v/c: 0.761

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	476	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	456	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,742	lc/h	
			LC_{NW3}:	-4,116	lc/h	
			LC_{ALL}:	932	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.389

S_W:	43.8	mi/h
S_{NW}:	44.7	mi/h
S:	44.4	mi/h

6. DENSITY AND LOS

D: 35.1 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	3,386	veh/h
V_{FR}:	147	veh/h
V_{RF}:	1,241	veh/h
V_{RR}:	0	veh/h
V:	4,774	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor:	0.940
Driver Population Factor (f_P):	1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	3,676	pc/h
v_{FR}:	160	pc/h
v_{RF}:	1,347	pc/h
v_{RR}:	0	pc/h
v_W:	1,507	pc/h
v_{NW}:	3,676	pc/h
v:	5,182	pc/h
VR:	0.291	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	160	lc/h	c_{IWL}:	2,016 pc/h/ln
L_{MAX}:	5,485	ft	c_{IW}:	8,255 pc/h/ln

c_W based on c_{IWL}:	7,904	pc/h <--
c_W based on c_{IW}:	8,090	pc/h

v/c: 0.643

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	240	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	240	lc/h <--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,509	lc/h
			LC_{NW3}:	-4,296	lc/h
			LC_{ALL}:	481	lc/h

5. AVERAGE SPEEDS

S_{MIN}:	15.0 mi/h	[a] S_{MAX} (FFS):	55.0 mi/h
W:	0.231	S_W:	47.5 mi/h
		S_{NW}:	47.6 mi/h
		S:	47.6 mi/h

6. DENSITY AND LOS

D: 27.2 pc/mi/ln LOS: C

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.
[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	5,220	veh/h
V_{FR}:	533	veh/h
V_{RF}:	419	veh/h
V_{RR}:	0	veh/h
V:	6,172	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_p): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	5,666	pc/h
v_{FR}:	579	pc/h
v_{RF}:	455	pc/h
v_{RR}:	0	pc/h
v_W:	1,034	pc/h
v_{NW}:	5,666	pc/h
v:	6,700	pc/h
VR:	0.154	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,034	lc/h	
L_{MAX}:	4,074	ft	
c_{IWL}:	2,190	pc/h/ln	
c_{IW}:	15,556	pc/h/ln	

c_W based on c_{IWL}: 8,587 pc/h <--

c_W based on c_{IW}: 15,245 pc/h

v/c: 0.765

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,234	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,120	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,953	lc/h	
			LC_{NW3}:	-2,544	lc/h	
			LC_{ALL}:	2,355	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.354

S_W:	44.5	mi/h
S_{NW}:	39.5	mi/h
S:	40.2	mi/h

6. DENSITY AND LOS

D: 41.6 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,080	veh/h
V_{FR}:	686	veh/h
V_{RF}:	391	veh/h
V_{RR}:	0	veh/h
V:	5,157	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	4,429	pc/h
v_{FR}:	745	pc/h
v_{RF}:	424	pc/h
v_{RR}:	0	pc/h
v_W:	1,169	pc/h
v_{NW}:	4,429	pc/h
v:	5,598	pc/h
VR:	0.209	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,169	lc/h	
L_{MAX}:	4,626	ft	
c_{IWL}:	2,148	pc/h/ln	
c_{IW}:	11,496	pc/h/ln	

c_W based on c_{IWL}: 8,421 pc/h <--

c_W based on c_{IW}: 11,266 pc/h

v/c: 0.651

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,369	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	866	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,677	lc/h	
			LC_{NW3}:	-2,757	lc/h	
			LC_{ALL}:	2,235	lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0	mi/h	
W:	0.339		
[a] S_{MAX} (FFS):	55.0	mi/h	
S_W:	44.9	mi/h	
S_{NW}:	39.9	mi/h	
S:	40.8	mi/h	

6. DENSITY AND LOS

D: 34.3 pc/mi/ln LOS: D

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	9,828	veh/h
V_{FR}:	1,034	veh/h
V_{RF}:	270	veh/h
V_{RR}:	0	veh/h
V:	11,132	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_p): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	10,669	pc/h
v_{FR}:	1,122	pc/h
v_{RF}:	293	pc/h
v_{RR}:	0	pc/h
v_W:	1,416	pc/h
v_{NW}:	10,669	pc/h
v:	12,084	pc/h
VR:	0.117	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,122	lc/h	
L_{MAX}:	3,707	ft	
c_{IWL}:	2,153	pc/h/ln	
c_{IW}:	20,488	pc/h/ln	

c_W based on c_{IWL}: 8,439 pc/h <--

c_W based on c_{IW}: 20,079 pc/h

v/c: 1.403

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,205	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,685	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,068	lc/h	
			LC_{NW3}:	-3,082	lc/h	
			LC_{ALL}:	2,890	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.939

S_W:	35.6	mi/h
S_{NW}:	32.4	mi/h
S:	32.8	mi/h

6. DENSITY AND LOS

D: 92.2 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	9,908	veh/h
V_{FR}:	840	veh/h
V_{RF}:	278	veh/h
V_{RR}:	0	veh/h
V:	11,026	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_p): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	10,756	pc/h
v_{FR}:	912	pc/h
v_{RF}:	302	pc/h
v_{RR}:	0	pc/h
v_W:	1,214	pc/h
v_{NW}:	10,756	pc/h
v:	11,969	pc/h
VR:	0.101	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	912	lc/h	
L_{MAX}:	3,553	ft	
c_{IWL}:	2,165	pc/h/ln	
c_{IW}:	23,669	pc/h/ln	

c_W based on c_{IWL}: 8,485 pc/h <--

c_W based on c_{IW}: 23,196 pc/h

v/c: 1.382

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	994	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,703	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,087	lc/h	
			LC_{NW3}:	-3,067	lc/h	
			LC_{ALL}:	2,697	lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0	mi/h	
W:	0.890		
[a] S_{MAX} (FFS):	55.0	mi/h	
S_W:	36.2	mi/h	
S_{NW}:	34.1	mi/h	
S:	34.3	mi/h	

6. DENSITY AND LOS

D: 87.3 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,349	veh/h
V_{FR}:	364	veh/h
V_{RF}:	1,043	veh/h
V_{RR}:	0	veh/h
V:	5,756	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	4,721	pc/h
v_{FR}:	395	pc/h
v_{RF}:	1,132	pc/h
v_{RR}:	0	pc/h
v_W:	1,527	pc/h
v_{NW}:	4,721	pc/h
v:	6,248	pc/h
VR:	0.244	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	395	lc/h	c_{IWL}:	2,054 pc/h/ln
L_{MAX}:	4,996	ft	c_{IW}:	9,818 pc/h/ln

c_W based on c_{IWL}: 8,050 pc/h <--

c_W based on c_{IW}: 9,622 pc/h

v/c: 0.761

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	476	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	456	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,742	lc/h	
			LC_{NW3}:	-4,116	lc/h	
			LC_{ALL}:	932	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.389

S_W:	43.8	mi/h
S_{NW}:	44.7	mi/h
S:	44.4	mi/h

6. DENSITY AND LOS

D: 35.1 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	3,386	veh/h
V_{FR}:	147	veh/h
V_{RF}:	1,240	veh/h
V_{RR}:	0	veh/h
V:	4,773	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	3,676	pc/h
v_{FR}:	160	pc/h
v_{RF}:	1,346	pc/h
v_{RR}:	0	pc/h
v_W:	1,506	pc/h
v_{NW}:	3,676	pc/h
v:	5,181	pc/h
VR:	0.291	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	160	lc/h	c_{IWL}:	2,016 pc/h/ln
L_{MAX}:	5,483	ft	c_{IW}:	8,259 pc/h/ln

c_W based on c_{IWL}: 7,904 pc/h <--

c_W based on c_{IW}: 8,094 pc/h

v/c: 0.642

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	240	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	240 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,509 lc/h	
			LC_{NW3}:	-4,296 lc/h	
LC_{ALL}:	481	lc/h			

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.231

S_W:	47.5	mi/h
S_{NW}:	47.6	mi/h
S:	47.6	mi/h

6. DENSITY AND LOS

D: 27.2 pc/mi/ln LOS: C

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	5,216	veh/h
V_{FR}:	532	veh/h
V_{RF}:	419	veh/h
V_{RR}:	0	veh/h
V:	6,167	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,662	pc/h
v_{FR}:	578	pc/h
v_{RF}:	455	pc/h
v_{RR}:	0	pc/h
v_W:	1,033	pc/h
v_{NW}:	5,662	pc/h
v:	6,695	pc/h
VR:	0.154	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,033	lc/h	
L_{MAX}:	4,074	ft	
c_{IWL}:	2,190	pc/h/ln	
c_{IW}:	15,560	pc/h/ln	

c_W based on c_{IWL}: 8,587 pc/h <--

c_W based on c_{IW}: 15,248 pc/h

v/c: 0.764

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,233	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,120	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,952	lc/h	
			LC_{NW3}:	-2,545	lc/h	
			LC_{ALL}:	2,353	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.353

S_W:	44.6	mi/h
S_{NW}:	39.5	mi/h
S:	40.2	mi/h

6. DENSITY AND LOS

D: 41.6 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,074	veh/h
V_{FR}:	684	veh/h
V_{RF}:	391	veh/h
V_{RR}:	0	veh/h
V:	5,149	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	4,423	pc/h
v_{FR}:	743	pc/h
v_{RF}:	424	pc/h
v_{RR}:	0	pc/h
v_W:	1,167	pc/h
v_{NW}:	4,423	pc/h
v:	5,589	pc/h
VR:	0.209	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,167 lc/h	c_{IWL}:	2,148 pc/h/ln
L_{MAX}:	4,625 ft	c_{IW}:	11,500 pc/h/ln

c_W based on c_{IWL}: 8,421 pc/h <--

c_W based on c_{IW}: 11,270 pc/h

v/c: 0.650

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles		Non-Weaving Vehicles		
LC_W:	1,367 lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:		LC_{NW1}:	864 lc/h	<--
If $I_{NW} \ge 1{,}950$:		LC_{NW2}:	2,675 lc/h	
		LC_{NW3}:	-2,758 lc/h	
LC_{ALL}:	2,232 lc/h			

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.339

S_W:	44.9	mi/h
S_{NW}:	39.9	mi/h
S:	40.8	mi/h

6. DENSITY AND LOS

D: 34.2 pc/mi/ln

LOS: D

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	10,839	veh/h
V_{FR}:	1,190	veh/h
V_{RF}:	289	veh/h
V_{RR}:	0	veh/h
V:	12,318	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	11,766	pc/h
v_{FR}:	1,292	pc/h
v_{RF}:	314	pc/h
v_{RR}:	0	pc/h
v_W:	1,606	pc/h
v_{NW}:	11,766	pc/h
v:	13,372	pc/h
VR:	0.120	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,292	lc/h	
L_{MAX}:	3,736	ft	
c_{IWL}:	2,151	pc/h/ln	
c_{IW}:	19,984	pc/h/ln	

c_W based on c_{IWL}: 8,430 pc/h <--

c_W based on c_{IW}: 19,585 pc/h

v/c: 1.554

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,374	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,911	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,313	lc/h	
			LC_{NW3}:	-2,893	lc/h	
			LC_{ALL}:	3,285	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 1.039

S_W:	34.6	mi/h
S_{NW}:	29.7	mi/h
S:	30.2	mi/h

6. DENSITY AND LOS

D: 110.8 pc/mi/ln

LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	11,039	veh/h
V_{FR}:	955	veh/h
V_{RF}:	298	veh/h
V_{RR}:	0	veh/h
V:	12,292	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	11,984	pc/h
v_{FR}:	1,037	pc/h
v_{RF}:	324	pc/h
v_{RR}:	0	pc/h
v_W:	1,360	pc/h
v_{NW}:	11,984	pc/h
v:	13,344	pc/h
VR:	0.102	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,037	lc/h	c_{IWL}:	2,164 pc/h/ln
L_{MAX}:	3,558	ft	c_{IW}:	23,546 pc/h/ln

c_W based on c_{IWL}: 8,483 pc/h <--

c_W based on c_{IW}: 23,075 pc/h

v/c: 1.541

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	1,119	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,956 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,361 lc/h	
			LC_{NW3}:	-2,856 lc/h	
		LC_{ALL}:	3,075	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.986

S_W:	35.1	mi/h
S_{NW}:	31.5	mi/h
S:	31.9	mi/h

6. DENSITY AND LOS

D: 104.7 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,846	veh/h
V_{FR}:	393	veh/h
V_{RF}:	1,246	veh/h
V_{RR}:	0	veh/h
V:	6,485	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,260	pc/h
v_{FR}:	427	pc/h
v_{RF}:	1,352	pc/h
v_{RR}:	0	pc/h
v_W:	1,779	pc/h
v_{NW}:	5,260	pc/h
v:	7,039	pc/h
VR:	0.253	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	427	lc/h	c_{IWL}:	2,047 pc/h/ln
L_{MAX}:	5,083	ft	c_{IW}:	9,495 pc/h/ln

c_W based on c_{IWL}: 8,024 pc/h <--

c_W based on c_{IW}: 9,305 pc/h

v/c: 0.860

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	508	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	567	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,862	lc/h	
			LC_{NW3}:	-4,024	lc/h	
			LC_{ALL}:	1,075	lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0	mi/h	[a] S_{MAX} (FFS):	55.0 mi/h
W:	0.435		S_W:	42.9 mi/h
			S_{NW}:	43.5 mi/h
			S:	43.3 mi/h

6. DENSITY AND LOS

D: 40.6 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	3,921	veh/h
V_{FR}:	168	veh/h
V_{RF}:	1,511	veh/h
V_{RR}:	0	veh/h
V:	5,600	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	4,257	pc/h
v_{FR}:	182	pc/h
v_{RF}:	1,640	pc/h
v_{RR}:	0	pc/h
v_W:	1,822	pc/h
v_{NW}:	4,257	pc/h
v:	6,079	pc/h
VR:	0.300	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	182	lc/h	
L_{MAX}:	5,581	ft	
c_{IWL}:	2,009	pc/h/ln	
c_{IW}:	8,006	pc/h/ln	

c_W based on c_{IWL}: 7,875 pc/h

c_W based on c_{IW}: 7,846 pc/h <--

v/c: 0.759

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	263	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	360	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,638	lc/h	
			LC_{NW3}:	-4,196	lc/h	
			LC_{ALL}:	623	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.283

S_W:	46.2	mi/h
S_{NW}:	46.4	mi/h
S:	46.3	mi/h

6. DENSITY AND LOS

D: 32.8 pc/mi/ln LOS: D

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes			Weaving Segment Configuration		
V_{FF}:	6,011	veh/h	L_S:	1,335	ft
V_{FR}:	817	veh/h	LC_{FR}:	1	
V_{RF}:	449	veh/h	LC_{RF}:	1	
V_{RR}:	0	veh/h	N_{WL}:	2	
V:	7,278	veh/h	N:	4	

2. VOLUME ADJUSTMENTS

			Adjusted Volumes		
Peak Hour Factor:	0.940		v_{FF}:	6,525	pc/h
Driver Population Factor (f_p):	1.00		v_{FR}:	887	pc/h
Heavy Vehicle Adjustment			v_{RF}:	488	pc/h
% Trucks & Buses (P_T):	4.04	%	v_{RR}:	0	pc/h
% RVs (P_R):	0.00	%	v_W:	1,375	pc/h
PCE for Trucks & Buses (E_T):	1.5		v_{NW}:	6,525	pc/h
PCE for RVs (E_R):	1.2		v:	7,900	pc/h
f_{HV}:	0.980		VR:	0.174	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,375	lc/h	c_{IWL}:	2,175	pc/h/ln
L_{MAX}:	4,272	ft	c_{IW}:	13,793	pc/h/ln

c_W based on c_{IWL}: 8,527 pc/h <--

c_W based on c_{IW}: 13,517 pc/h

v/c: 0.908

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,575	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,297	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	3,144	lc/h	
			LC_{NW3}:	-2,396	lc/h	
			LC_{ALL}:	2,873	lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0	mi/h	[a] S_{MAX} (FFS):	55.0	mi/h
W:	0.414		S_W:	43.3	mi/h
			S_{NW}:	35.6	mi/h
			S:	36.8	mi/h

6. DENSITY AND LOS

D: 53.7 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.
[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,851	veh/h
V_{FR}:	1,041	veh/h
V_{RF}:	419	veh/h
V_{RR}:	0	veh/h
V:	6,311	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,266	pc/h
v_{FR}:	1,130	pc/h
v_{RF}:	455	pc/h
v_{RR}:	0	pc/h
v_W:	1,585	pc/h
v_{NW}:	5,266	pc/h
v:	6,851	pc/h
VR:	0.231	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,585	lc/h	
L_{MAX}:	4,859	ft	
c_{IWL}:	2,130	pc/h/ln	
c_{IW}:	10,374	pc/h/ln	

c_W based on c_{IWL}: 8,351 pc/h <--

c_W based on c_{IW}: 10,167 pc/h

v/c: 0.804

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,786	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,038	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,863	lc/h	
			LC_{NW3}:	-2,613	lc/h	
			LC_{ALL}:	2,824	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.408

S_W:	43.4	mi/h
S_{NW}:	35.4	mi/h
S:	37.0	mi/h

6. DENSITY AND LOS

D: 46.3 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	10,839	veh/h
V_{FR}:	1,201	veh/h
V_{RF}:	289	veh/h
V_{RR}:	0	veh/h
V:	12,329	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_p): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	11,766	pc/h
v_{FR}:	1,304	pc/h
v_{RF}:	314	pc/h
v_{RR}:	0	pc/h
v_W:	1,618	pc/h
v_{NW}:	11,766	pc/h
v:	13,384	pc/h
VR:	0.121	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,304	lc/h	
L_{MAX}:	3,743	ft	
c_{IWL}:	2,150	pc/h/ln	
c_{IW}:	19,855	pc/h/ln	

c_W based on c_{IWL}: 8,428 pc/h <--

c_W based on c_{IW}: 19,458 pc/h

v/c: 1.556

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,386	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,911	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,313	lc/h	
			LC_{NW3}:	-2,893	lc/h	
			LC_{ALL}:	3,297	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 1.042

S_W:	34.6	mi/h
S_{NW}:	29.6	mi/h
S:	30.1	mi/h

6. DENSITY AND LOS

D: 111.2 pc/mi/ln

LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	11,039	veh/h
V_{FR}:	979	veh/h
V_{RF}:	298	veh/h
V_{RR}:	0	veh/h
V:	12,316	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_p): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	11,984	pc/h
v_{FR}:	1,063	pc/h
v_{RF}:	324	pc/h
v_{RR}:	0	pc/h
v_W:	1,386	pc/h
v_{NW}:	11,984	pc/h
v:	13,370	pc/h
VR:	0.104	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,063	lc/h	
L_{MAX}:	3,575	ft	
c_{IWL}:	2,163	pc/h/ln	
c_{IW}:	23,148	pc/h/ln	

c_W based on c_{IWL}: 8,478 pc/h <--

c_W based on c_{IW}: 22,685 pc/h

v/c: 1.545

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,145	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,956	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,361	lc/h	
			LC_{NW3}:	-2,856	lc/h	
			LC_{ALL}:	3,101	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.993

S_W: 35.1 mi/h

S_{NW}: 31.3 mi/h

S: 31.7 mi/h

6. DENSITY AND LOS

D: 105.6 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,846	veh/h
V_{FR}:	393	veh/h
V_{RF}:	1,251	veh/h
V_{RR}:	0	veh/h
V:	6,490	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,260	pc/h
v_{FR}:	427	pc/h
v_{RF}:	1,358	pc/h
v_{RR}:	0	pc/h
v_W:	1,785	pc/h
v_{NW}:	5,260	pc/h
v:	7,045	pc/h
VR:	0.253	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	427	lc/h	
L_{MAX}:	5,089	ft	
c_{IWL}:	2,047	pc/h/ln	
c_{IW}:	9,473	pc/h/ln	

c_W based on c_{IWL}: 8,022 pc/h <--

c_W based on c_{IW}: 9,284 pc/h

v/c: 0.861

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	508	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	567	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,862	lc/h	
			LC_{NW3}:	-4,024	lc/h	
			LC_{ALL}:	1,075	lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0	mi/h	
W:	0.435		
[a] S_{MAX} (FFS):	55.0	mi/h	
S_W:	42.9	mi/h	
S_{NW}:	43.5	mi/h	
S:	43.3	mi/h	

6. DENSITY AND LOS

D: 40.7 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	3,921	veh/h
V_{FR}:	168	veh/h
V_{RF}:	1,517	veh/h
V_{RR}:	0	veh/h
V:	5,606	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	4,257	pc/h
v_{FR}:	182	pc/h
v_{RF}:	1,647	pc/h
v_{RR}:	0	pc/h
v_W:	1,829	pc/h
v_{NW}:	4,257	pc/h
v:	6,085	pc/h
VR:	0.301	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	182	lc/h	
L_{MAX}:	5,589	ft	
c_{IWL}:	2,008	pc/h/ln	
c_{IW}:	7,986	pc/h/ln	

c_W based on c_{IWL}: 7,872 pc/h

c_W based on c_{IW}: 7,826 pc/h <--

v/c: 0.762

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	263	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	360	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,638	lc/h	
			LC_{NW3}:	-4,196	lc/h	
			LC_{ALL}:	623	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.283

S_W:	46.2	mi/h
S_{NW}:	46.4	mi/h
S:	46.3	mi/h

6. DENSITY AND LOS

D: 32.8 pc/mi/ln LOS: D

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	6,037	veh/h
V_{FR}:	825	veh/h
V_{RF}:	449	veh/h
V_{RR}:	0	veh/h
V:	7,312	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	6,554	pc/h
v_{FR}:	895	pc/h
v_{RF}:	488	pc/h
v_{RR}:	0	pc/h
v_W:	1,383	pc/h
v_{NW}:	6,554	pc/h
v:	7,937	pc/h
VR:	0.174	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,383	lc/h	c_{IWL}:	2,175 pc/h/ln
L_{MAX}:	4,275	ft	c_{IW}:	13,770 pc/h/ln

c_W based on c_{IWL}: 8,526 pc/h <--

c_W based on c_{IW}: 13,495 pc/h

v/c: 0.912

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	1,584	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,303 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	3,150 lc/h	
			LC_{NW3}:	-2,391 lc/h	
			LC_{ALL}:	2,887 lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.415

S_W:	43.3	mi/h
S_{NW}:	35.5	mi/h
S:	36.7	mi/h

6. DENSITY AND LOS

D: 54.1 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes			Weaving Segment Configuration		
V_{FF}:	4,903	veh/h	L_S:	1,335	ft
V_{FR}:	1,058	veh/h	LC_{FR}:	1	
V_{RF}:	419	veh/h	LC_{RF}:	1	
V_{RR}:	0	veh/h	N_{WL}:	2	
V:	6,380	veh/h	N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	5,322	pc/h
v_{FR}:	1,149	pc/h
v_{RF}:	455	pc/h
v_{RR}:	0	pc/h
v_W:	1,603	pc/h
v_{NW}:	5,322	pc/h
v:	6,926	pc/h
VR:	0.232	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,603	lc/h	c_{IWL}:	2,130	pc/h/ln
L_{MAX}:	4,861	ft	c_{IW}:	10,367	pc/h/ln

c_W based on c_{IWL}: 8,351 pc/h <--

c_W based on c_{IW}: 10,159 pc/h

v/c: 0.813

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,804	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,050	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,876	lc/h	
			LC_{NW3}:	-2,603	lc/h	
			LC_{ALL}:	2,854	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.412

S_W: 43.3 mi/h

S_{NW}: 35.1 mi/h

S: 36.8 mi/h

6. DENSITY AND LOS

D: 47.1 pc/mi/ln

LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	10,839	veh/h
V_{FR}:	1,200	veh/h
V_{RF}:	289	veh/h
V_{RR}:	0	veh/h
V:	12,328	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_p): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	11,766	pc/h
v_{FR}:	1,302	pc/h
v_{RF}:	314	pc/h
v_{RR}:	0	pc/h
v_W:	1,617	pc/h
v_{NW}:	11,766	pc/h
v:	13,382	pc/h
VR:	0.121	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,302	lc/h	
L_{MAX}:	3,743	ft	
c_{IWL}:	2,150	pc/h/ln	
c_{IW}:	19,866	pc/h/ln	

c_W based on c_{IWL}: 8,428 pc/h <--

c_W based on c_{IW}: 19,469 pc/h

v/c: 1.556

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,385	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,911	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,313	lc/h	
			LC_{NW3}:	-2,893	lc/h	
			LC_{ALL}:	3,296	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 1.042

S_W:	34.6	mi/h
S_{NW}:	29.6	mi/h
S:	30.1	mi/h

6. DENSITY AND LOS

D: 111.2 pc/mi/ln

LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	11,039	veh/h
V_{FR}:	978	veh/h
V_{RF}:	298	veh/h
V_{RR}:	0	veh/h
V:	12,315	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	11,984	pc/h
v_{FR}:	1,062	pc/h
v_{RF}:	324	pc/h
v_{RR}:	0	pc/h
v_W:	1,385	pc/h
v_{NW}:	11,984	pc/h
v:	13,369	pc/h
VR:	0.104	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,062	lc/h	
L_{MAX}:	3,575	ft	
c_{IWL}:	2,163	pc/h/ln	
c_{IW}:	23,165	pc/h/ln	

c_W based on c_{IWL}: 8,478 pc/h <--

c_W based on c_{IW}: 22,701 pc/h

v/c: 1.545

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,144	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,956	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,361	lc/h	
			LC_{NW3}:	-2,856	lc/h	
			LC_{ALL}:	3,100	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.993

S_W:	35.1	mi/h
S_{NW}:	31.3	mi/h
S:	31.7	mi/h

6. DENSITY AND LOS

D: 105.5 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,846	veh/h
V_{FR}:	393	veh/h
V_{RF}:	1,251	veh/h
V_{RR}:	0	veh/h
V:	6,490	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,260	pc/h
v_{FR}:	427	pc/h
v_{RF}:	1,358	pc/h
v_{RR}:	0	pc/h
v_W:	1,785	pc/h
v_{NW}:	5,260	pc/h
v:	7,045	pc/h
VR:	0.253	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	427	lc/h	c_{IWL}:	2,047 pc/h/ln
L_{MAX}:	5,089	ft	c_{IW}:	9,473 pc/h/ln

c_W based on c_{IWL}: 8,022 pc/h <--

c_W based on c_{IW}: 9,284 pc/h

v/c: 0.861

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	508	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	567 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,862 lc/h	
			LC_{NW3}:	-4,024 lc/h	
LC_{ALL}:	1,075	lc/h			

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.435

S_W:	42.9	mi/h
S_{NW}:	43.5	mi/h
S:	43.3	mi/h

6. DENSITY AND LOS

D: 40.7 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	3,921	veh/h
V_{FR}:	168	veh/h
V_{RF}:	1,516	veh/h
V_{RR}:	0	veh/h
V:	5,605	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	4,257	pc/h
v_{FR}:	182	pc/h
v_{RF}:	1,646	pc/h
v_{RR}:	0	pc/h
v_W:	1,828	pc/h
v_{NW}:	4,257	pc/h
v:	6,084	pc/h
VR:	0.300	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	182	lc/h	
L_{MAX}:	5,588	ft	
c_{IWL}:	2,008	pc/h/ln	
c_{IW}:	7,989	pc/h/ln	

c_W based on c_{IWL}: 7,873 pc/h

c_W based on c_{IW}: 7,830 pc/h <--

v/c: 0.762

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	263	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	360	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,638	lc/h	
			LC_{NW3}:	-4,196	lc/h	
			LC_{ALL}:	623	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.283

S_W:	46.2	mi/h
S_{NW}:	46.4	mi/h
S:	46.3	mi/h

6. DENSITY AND LOS

D: 32.8 pc/mi/ln

LOS: D

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	6,033	veh/h
V_{FR}:	824	veh/h
V_{RF}:	449	veh/h
V_{RR}:	0	veh/h
V:	7,307	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	6,549	pc/h
v_{FR}:	894	pc/h
v_{RF}:	488	pc/h
v_{RR}:	0	pc/h
v_W:	1,382	pc/h
v_{NW}:	6,549	pc/h
v:	7,932	pc/h
VR:	0.174	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,382	lc/h	
L_{MAX}:	4,275	ft	
c_{IWL}:	2,175	pc/h/ln	
c_{IW}:	13,772	pc/h/ln	

c_W based on c_{IWL}: 8,526 pc/h <--

c_W based on c_{IW}: 13,496 pc/h

v/c: 0.912

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,583	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,302	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	3,149	lc/h	
			LC_{NW3}:	-2,392	lc/h	
			LC_{ALL}:	2,885	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.415

S_W:	43.3	mi/h
S_{NW}:	35.5	mi/h
S:	36.7	mi/h

6. DENSITY AND LOS

D: 54.1 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,897	veh/h
V_{FR}:	1,056	veh/h
V_{RF}:	419	veh/h
V_{RR}:	0	veh/h
V:	6,372	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,316	pc/h
v_{FR}:	1,147	pc/h
v_{RF}:	455	pc/h
v_{RR}:	0	pc/h
v_W:	1,601	pc/h
v_{NW}:	5,316	pc/h
v:	6,917	pc/h
VR:	0.231	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,601	lc/h	
L_{MAX}:	4,861	ft	
c_{IWL}:	2,130	pc/h/ln	
c_{IW}:	10,368	pc/h/ln	

c_W based on c_{IWL}: 8,351 pc/h <--

c_W based on c_{IW}: 10,160 pc/h

v/c: 0.812

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,802	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,048	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,874	lc/h	
			LC_{NW3}:	-2,604	lc/h	
			LC_{ALL}:	2,850	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.411

S_W:	43.3	mi/h
S_{NW}:	35.2	mi/h
S:	36.8	mi/h

6. DENSITY AND LOS

D: 47.0 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	12,837	veh/h
V_{FR}:	1,432	veh/h
V_{RF}:	329	veh/h
V_{RR}:	0	veh/h
V:	14,599	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	13,935	pc/h
v_{FR}:	1,555	pc/h
v_{RF}:	358	pc/h
v_{RR}:	0	pc/h
v_W:	1,913	pc/h
v_{NW}:	13,935	pc/h
v:	15,848	pc/h
VR:	0.121	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,555	lc/h	
L_{MAX}:	3,742	ft	
c_{IWL}:	2,150	pc/h/ln	
c_{IW}:	19,886	pc/h/ln	

c_W based on c_{IWL}: 8,428 pc/h <--

c_W based on c_{IW}: 19,488 pc/h

v/c: 1.843

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,638	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	2,358	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,797	lc/h	
			LC_{NW3}:	-2,520	lc/h	
			LC_{ALL}:	3,995	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 1.213

S_W:	33.1	mi/h
S_{NW}:	24.8	mi/h
S:	25.6	mi/h

6. DENSITY AND LOS

D: 155.0 pc/mi/ln

LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	13,239	veh/h
V_{FR}:	1,154	veh/h
V_{RF}:	339	veh/h
V_{RR}:	0	veh/h
V:	14,732	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	14,371	pc/h
v_{FR}:	1,253	pc/h
v_{RF}:	368	pc/h
v_{RR}:	0	pc/h
v_W:	1,621	pc/h
v_{NW}:	14,371	pc/h
v:	15,992	pc/h
VR:	0.101	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,253	lc/h	
L_{MAX}:	3,553	ft	
c_{IWL}:	2,165	pc/h/ln	
c_{IW}:	23,680	pc/h/ln	

c_W based on c_{IWL}: 8,485 pc/h <--

c_W based on c_{IW}: 23,206 pc/h

v/c: 1.847

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,335	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	2,448	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,894	lc/h	
			LC_{NW3}:	-2,445	lc/h	
			LC_{ALL}:	3,783	lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0	mi/h	
W:	1.162		
[a] S_{MAX} (FFS):	55.0	mi/h	
S_W:	33.5	mi/h	
S_{NW}:	26.8	mi/h	
S:	27.3	mi/h	

6. DENSITY AND LOS

D: 146.2 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	5,911	veh/h
V_{FR}:	449	veh/h
V_{RF}:	1,570	veh/h
V_{RR}:	0	veh/h
V:	7,929	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	6,416	pc/h
v_{FR}:	488	pc/h
v_{RF}:	1,704	pc/h
v_{RR}:	0	pc/h
v_W:	2,191	pc/h
v_{NW}:	6,416	pc/h
v:	8,608	pc/h
VR:	0.255	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	488	lc/h	
L_{MAX}:	5,102	ft	
c_{IWL}:	2,045	pc/h/ln	
c_{IW}:	9,427	pc/h/ln	

c_W based on c_{IWL}: 8,018 pc/h <--

c_W based on c_{IW}: 9,238 pc/h

v/c: 1.052

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	568	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	805	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	3,120	lc/h	
			LC_{NW3}:	-3,825	lc/h	
			LC_{ALL}:	1,373	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.528

S_W:	41.2	mi/h
S_{NW}:	41.2	mi/h
S:	41.2	mi/h

6. DENSITY AND LOS

D: 52.3 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,848	veh/h
V_{FR}:	199	veh/h
V_{RF}:	1,964	veh/h
V_{RR}:	0	veh/h
V:	7,011	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,262	pc/h
v_{FR}:	216	pc/h
v_{RF}:	2,132	pc/h
v_{RR}:	0	pc/h
v_W:	2,348	pc/h
v_{NW}:	5,262	pc/h
v:	7,611	pc/h
VR:	0.309	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	216	lc/h	
L_{MAX}:	5,676	ft	
c_{IWL}:	2,002	pc/h/ln	
c_{IW}:	7,778	pc/h/ln	

c_W based on c_{IWL}: 7,846 pc/h

c_W based on c_{IW}: 7,622 pc/h <--

v/c: 0.978

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	297	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	567	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,862	lc/h	
			LC_{NW3}:	-4,023	lc/h	
			LC_{ALL}:	865	lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0	mi/h	
W:	0.367		
[a] S_{MAX} (FFS):	55.0	mi/h	
S_W:	44.3	mi/h	
S_{NW}:	44.3	mi/h	
S:	44.3	mi/h	

6. DENSITY AND LOS

D: 43.0 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

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2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	7,456	veh/h
V_{FR}:	1,191	veh/h
V_{RF}:	512	veh/h
V_{RR}:	0	veh/h
V:	9,159	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	8,094	pc/h
v_{FR}:	1,292	pc/h
v_{RF}:	555	pc/h
v_{RR}:	0	pc/h
v_W:	1,848	pc/h
v_{NW}:	8,094	pc/h
v:	9,942	pc/h
VR:	0.186	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,848	lc/h	c_{IWL}:	2,166 pc/h/ln
L_{MAX}:	4,392	ft	c_{IW}:	12,913 pc/h/ln

c_W based on c_{IWL}: 8,491 pc/h <--

c_W based on c_{IW}: 12,655 pc/h

v/c: 1.147

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles		Non-Weaving Vehicles		
LC_W:	2,049 lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:		LC_{NW1}:	1,621 lc/h	<--
If $I_{NW} \ge 1{,}950$:		LC_{NW2}:	3,494 lc/h	
		LC_{NW3}:	-2,126 lc/h	
		LC_{ALL}:	3,669 lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.502

S_W:	41.6 mi/h
S_{NW}:	29.8 mi/h
S:	31.4 mi/h

6. DENSITY AND LOS

D: 79.1 pc/mi/ln

LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	6,055	veh/h
V_{FR}:	1,481	veh/h
V_{RF}:	477	veh/h
V_{RR}:	0	veh/h
V:	8,013	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	6,573	pc/h
v_{FR}:	1,608	pc/h
v_{RF}:	517	pc/h
v_{RR}:	0	pc/h
v_W:	2,125	pc/h
v_{NW}:	6,573	pc/h
v:	8,699	pc/h
VR:	0.244	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	2,125	lc/h	c_{IWL}:	2,120 pc/h/ln
L_{MAX}:	4,994	ft	c_{IW}:	9,823 pc/h/ln

c_W based on c_{IWL}: 8,311 pc/h <--

c_W based on c_{IW}: 9,626 pc/h

v/c: 1.026

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	2,326	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,307 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	3,155 lc/h	
			LC_{NW3}:	-2,388 lc/h	
		LC_{ALL}:	3,633	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.498

S_W:	41.7	mi/h
S_{NW}:	29.3	mi/h
S:	31.6	mi/h

6. DENSITY AND LOS

D: 68.9 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	12,837	veh/h
V_{FR}:	1,443	veh/h
V_{RF}:	329	veh/h
V_{RR}:	0	veh/h
V:	14,610	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	13,935	pc/h
v_{FR}:	1,567	pc/h
v_{RF}:	358	pc/h
v_{RR}:	0	pc/h
v_W:	1,925	pc/h
v_{NW}:	13,935	pc/h
v:	15,860	pc/h
VR:	0.121	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,567	lc/h	
L_{MAX}:	3,748	ft	
c_{IWL}:	2,150	pc/h/ln	
c_{IW}:	19,777	pc/h/ln	

c_W based on c_{IWL}: 8,426 pc/h <--

c_W based on c_{IW}: 19,382 pc/h

v/c: 1.845

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,650	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	2,358	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,797	lc/h	
			LC_{NW3}:	-2,520	lc/h	
			LC_{ALL}:	4,007	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 1.216

S_W:	33.1	mi/h
S_{NW}:	24.7	mi/h
S:	25.5	mi/h

6. DENSITY AND LOS

D: 155.7 pc/mi/ln

LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	13,239	veh/h
V_{FR}:	1,178	veh/h
V_{RF}:	339	veh/h
V_{RR}:	0	veh/h
V:	14,756	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	14,371	pc/h
v_{FR}:	1,279	pc/h
v_{RF}:	368	pc/h
v_{RR}:	0	pc/h
v_W:	1,647	pc/h
v_{NW}:	14,371	pc/h
v:	16,018	pc/h
VR:	0.103	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,279	lc/h	c_{IWL}:	2,163 pc/h/ln
L_{MAX}:	3,567	ft	c_{IW}:	23,343 pc/h/ln

c_W based on c_{IWL}: 8,481 pc/h <--

c_W based on c_{IW}: 22,876 pc/h

v/c: 1.851

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	1,361	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	2,448 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,894 lc/h	
			LC_{NW3}:	-2,445 lc/h	
			LC_{ALL}:	3,809 lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 1.168

S_W:	33.5	mi/h
S_{NW}:	26.6	mi/h
S:	27.1	mi/h

6. DENSITY AND LOS

D: 147.5 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	5,911	veh/h
V_{FR}:	449	veh/h
V_{RF}:	1,575	veh/h
V_{RR}:	0	veh/h
V:	7,934	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	6,416	pc/h
v_{FR}:	488	pc/h
v_{RF}:	1,709	pc/h
v_{RR}:	0	pc/h
v_W:	2,197	pc/h
v_{NW}:	6,416	pc/h
v:	8,613	pc/h
VR:	0.255	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	488	lc/h	c_{IWL}: 2,045 pc/h/ln
L_{MAX}:	5,107	ft	c_{IW}: 9,410 pc/h/ln

c_W based on c_{IWL}: 8,017 pc/h <--

c_W based on c_{IW}: 9,221 pc/h

v/c: 1.053

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	568	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	805	lc/h <--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	3,120	lc/h
			LC_{NW3}:	-3,825	lc/h
			LC_{ALL}:	1,373	lc/h

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.528

S_W:	41.2	mi/h
S_{NW}:	41.2	mi/h
S:	41.2	mi/h

6. DENSITY AND LOS

D: 52.3 pc/mi/ln

LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,848	veh/h
V_{FR}:	199	veh/h
V_{RF}:	1,970	veh/h
V_{RR}:	0	veh/h
V:	7,017	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,262	pc/h
v_{FR}:	216	pc/h
v_{RF}:	2,138	pc/h
v_{RR}:	0	pc/h
v_W:	2,355	pc/h
v_{NW}:	5,262	pc/h
v:	7,617	pc/h
VR:	0.309	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	216	lc/h	
L_{MAX}:	5,682	ft	
c_{IWL}:	2,001	pc/h/ln	
c_{IW}:	7,763	pc/h/ln	

c_W based on c_{IWL}: 7,844 pc/h

c_W based on c_{IW}: 7,608 pc/h <--

v/c: 0.981

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	297	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	567	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,862	lc/h	
			LC_{NW3}:	-4,023	lc/h	
			LC_{ALL}:	865	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.367

S_W:	44.3	mi/h
S_{NW}:	44.3	mi/h
S:	44.3	mi/h

6. DENSITY AND LOS

D: 43.0 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	7,482	veh/h
V_{FR}:	1,199	veh/h
V_{RF}:	512	veh/h
V_{RR}:	0	veh/h
V:	9,193	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	8,122	pc/h
v_{FR}:	1,301	pc/h
v_{RF}:	555	pc/h
v_{RR}:	0	pc/h
v_W:	1,856	pc/h
v_{NW}:	8,122	pc/h
v:	9,979	pc/h
VR:	0.186	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,856	lc/h	c_{IWL}:	2,166 pc/h/ln
L_{MAX}:	4,394	ft	c_{IW}:	12,901 pc/h/ln

c_W based on c_{IWL}: 8,491 pc/h <--

c_W based on c_{IW}: 12,643 pc/h

v/c: 1.152

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	2,057	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,626 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	3,500 lc/h	
			LC_{NW3}:	-2,121 lc/h	
		LC_{ALL}:	3,684	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.503

S_W:	41.6	mi/h
S_{NW}:	29.7	mi/h
S:	31.3	mi/h

6. DENSITY AND LOS

D: 79.6 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	6,107	veh/h
V_{FR}:	1,498	veh/h
V_{RF}:	477	veh/h
V_{RR}:	0	veh/h
V:	8,082	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	6,630	pc/h
v_{FR}:	1,626	pc/h
v_{RF}:	517	pc/h
v_{RR}:	0	pc/h
v_W:	2,144	pc/h
v_{NW}:	6,630	pc/h
v:	8,774	pc/h
VR:	0.244	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	2,144 lc/h	c_{IWL}:	2,120 pc/h/ln
L_{MAX}:	4,995 ft	c_{IW}:	9,822 pc/h/ln

c_W based on c_{IWL}: 8,311 pc/h <--

c_W based on c_{IW}: 9,626 pc/h

v/c: 1.035

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles		Non-Weaving Vehicles		
LC_W:	2,345 lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:		LC_{NW1}:	1,319 lc/h	<--
If $I_{NW} \ge 1{,}950$:		LC_{NW2}:	3,167 lc/h	
		LC_{NW3}:	-2,378 lc/h	
LC_{ALL}:	3,664 lc/h			

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.501

S_W:	41.6	mi/h
S_{NW}:	29.0	mi/h
S:	31.4	mi/h

6. DENSITY AND LOS

D: 70.0 pc/mi/ln

LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	12,837	veh/h
V_{FR}:	1,442	veh/h
V_{RF}:	329	veh/h
V_{RR}:	0	veh/h
V:	14,609	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_p): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	13,935	pc/h
v_{FR}:	1,566	pc/h
v_{RF}:	358	pc/h
v_{RR}:	0	pc/h
v_W:	1,924	pc/h
v_{NW}:	13,935	pc/h
v:	15,859	pc/h
VR:	0.121	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,566	lc/h	
L_{MAX}:	3,747	ft	
c_{IWL}:	2,150	pc/h/ln	
c_{IW}:	19,787	pc/h/ln	

c_W based on c_{IWL}: 8,427 pc/h <--

c_W based on c_{IW}: 19,391 pc/h

v/c: 1.844

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	1,648	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	2,358	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,797	lc/h	
			LC_{NW3}:	-2,520	lc/h	
			LC_{ALL}:	4,006	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 1.215

S_W:	33.1	mi/h
S_{NW}:	24.7	mi/h
S:	25.5	mi/h

6. DENSITY AND LOS

D: 155.6 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

1. US 101 Southbound from Highland Avenue On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	13,239	veh/h
V_{FR}:	1,177	veh/h
V_{RF}:	339	veh/h
V_{RR}:	0	veh/h
V:	14,755	veh/h

Weaving Segment Configuration

L_S:	475	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	14,371	pc/h
v_{FR}:	1,278	pc/h
v_{RF}:	368	pc/h
v_{RR}:	0	pc/h
v_W:	1,646	pc/h
v_{NW}:	14,371	pc/h
v:	16,017	pc/h
VR:	0.103	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,278	lc/h	c_{IWL}:	2,164 pc/h/ln
L_{MAX}:	3,566	ft	c_{IW}:	23,357 pc/h/ln

c_W based on c_{IWL}: 8,481 pc/h <--

c_W based on c_{IW}: 22,890 pc/h

v/c: 1.851

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	1,360	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	2,448 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	4,894 lc/h	
			LC_{NW3}:	-2,445 lc/h	
			LC_{ALL}:	3,808 lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0 mi/h	[a] S_{MAX} (FFS):	55.0 mi/h	
W:	1.168	S_W:	33.5 mi/h	
		S_{NW}:	26.6 mi/h	
		S:	27.2 mi/h	

6. DENSITY AND LOS

D: 147.5 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	5,911	veh/h
V_{FR}:	449	veh/h
V_{RF}:	1,575	veh/h
V_{RR}:	0	veh/h
V:	7,934	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	6,416	pc/h
v_{FR}:	488	pc/h
v_{RF}:	1,709	pc/h
v_{RR}:	0	pc/h
v_W:	2,197	pc/h
v_{NW}:	6,416	pc/h
v:	8,613	pc/h
VR:	0.255	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	488	lc/h	
L_{MAX}:	5,107	ft	
c_{IWL}:	2,045	pc/h/ln	
c_{IW}:	9,410	pc/h/ln	

c_W based on c_{IWL}: 8,017 pc/h <--

c_W based on c_{IW}: 9,221 pc/h

v/c: 1.053

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	568	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	805	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	3,120	lc/h	
			LC_{NW3}:	-3,825	lc/h	
			LC_{ALL}:	1,373	lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.528

S_W:	41.2	mi/h
S_{NW}:	41.2	mi/h
S:	41.2	mi/h

6. DENSITY AND LOS

D: 52.3 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

2. US 101 Northbound from Argyle Street On-Ramp to Cahuenga Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	4,848	veh/h
V_{FR}:	199	veh/h
V_{RF}:	1,969	veh/h
V_{RR}:	0	veh/h
V:	7,016	veh/h

Weaving Segment Configuration

L_S:	468	ft
LC_{FR}:	1	
LC_{RF}:	0	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	5,262	pc/h
v_{FR}:	216	pc/h
v_{RF}:	2,137	pc/h
v_{RR}:	0	pc/h
v_W:	2,354	pc/h
v_{NW}:	5,262	pc/h
v:	7,616	pc/h
VR:	0.309	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	216	lc/h	
L_{MAX}:	5,681	ft	
c_{IWL}:	2,001	pc/h/ln	
c_{IW}:	7,766	pc/h/ln	

c_W based on c_{IWL}: 7,845 pc/h

c_W based on c_{IW}: 7,610 pc/h <--

v/c: 0.981

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles			
LC_W:	297	lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	567	lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	2,862	lc/h	
			LC_{NW3}:	-4,023	lc/h	
			LC_{ALL}:	865	lc/h	

5. AVERAGE SPEEDS

S_{MIN}:	15.0	mi/h	
W:	0.367		
[a] S_{MAX} (FFS):	55.0	mi/h	
S_W:	44.3	mi/h	
S_{NW}:	44.3	mi/h	
S:	44.3	mi/h	

6. DENSITY AND LOS

D: 43.0 pc/mi/ln LOS: E

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

AM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	7,478	veh/h
V_{FR}:	1,198	veh/h
V_{RF}:	512	veh/h
V_{RR}:	0	veh/h
V:	9,188	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T):	4.04	%
% RVs (P_R):	0.00	%
PCE for Trucks & Buses (E_T):	1.5	
PCE for RVs (E_R):	1.2	
f_{HV}:	0.980	

Adjusted Volumes

v_{FF}:	8,118	pc/h
v_{FR}:	1,300	pc/h
v_{RF}:	555	pc/h
v_{RR}:	0	pc/h
v_W:	1,855	pc/h
v_{NW}:	8,118	pc/h
v:	9,973	pc/h
VR:	0.186	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	1,855	lc/h	c_{IWL}:	2,166 pc/h/ln
L_{MAX}:	4,394	ft	c_{IW}:	12,901 pc/h/ln

c_W based on c_{IWL}: 8,491 pc/h <--

c_W based on c_{IW}: 12,643 pc/h

v/c: 1.151

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles			Non-Weaving Vehicles		
LC_W:	2,056	lc/h	I_{NW}:	0	
If $I_{NW} \le 1{,}300$:			LC_{NW1}:	1,626 lc/h	<--
If $I_{NW} \ge 1{,}950$:			LC_{NW2}:	3,499 lc/h	
			LC_{NW3}:	-2,122 lc/h	
			LC_{ALL}:	3,682 lc/h	

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.503

S_W:	41.6	mi/h
S_{NW}:	29.7	mi/h
S:	31.3	mi/h

6. DENSITY AND LOS

D: 79.5 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Crossroads Hollywood

2010 Highway Capacity Manual - Freeway Weaving Segments Worksheet

3. US 101 Northbound from Melrose Avenue On-Ramp to Santa Monica Boulevard Off-Ramp

PM Peak Hour

1. BASE INPUTS

Unadjusted Volumes

V_{FF}:	6,101	veh/h
V_{FR}:	1,496	veh/h
V_{RF}:	477	veh/h
V_{RR}:	0	veh/h
V:	8,074	veh/h

Weaving Segment Configuration

L_S:	1,335	ft
LC_{FR}:	1	
LC_{RF}:	1	
N_{WL}:	2	
N:	4	

2. VOLUME ADJUSTMENTS

Peak Hour Factor: 0.940

Driver Population Factor (f_P): 1.00

Heavy Vehicle Adjustment

% Trucks & Buses (P_T): 4.04 %

% RVs (P_R): 0.00 %

PCE for Trucks & Buses (E_T): 1.5

PCE for RVs (E_R): 1.2

f_{HV}: 0.980

Adjusted Volumes

v_{FF}:	6,623	pc/h
v_{FR}:	1,624	pc/h
v_{RF}:	517	pc/h
v_{RR}:	0	pc/h
v_W:	2,142	pc/h
v_{NW}:	6,623	pc/h
v:	8,765	pc/h
VR:	0.244	

3. WEAVING CHARACTERISTICS

Lane Capacity Under Ideal Flow Conditions, c_{IFL}: 2,400 pc/h/ln

LC_{MIN}:	2,142	lc/h	
L_{MAX}:	4,995	ft	
c_{IWL}:	2,120	pc/h/ln	
c_{IW}:	9,822	pc/h/ln	

c_W based on c_{IWL}: 8,311 pc/h <--

c_W based on c_{IW}: 9,626 pc/h

v/c: 1.034

4. LANE CHANGING RATES

Interchange Density: 0.0 int/mi

Weaving Vehicles		Non-Weaving Vehicles			
LC_W:	2,342 lc/h	I_{NW}:	0		
If $I_{NW} \le 1{,}300$:		LC_{NW1}:	1,318	lc/h	<--
If $I_{NW} \ge 1{,}950$:		LC_{NW2}:	3,166	lc/h	
		LC_{NW3}:	-2,379	lc/h	
LC_{ALL}:	3,660 lc/h				

5. AVERAGE SPEEDS

S_{MIN}: 15.0 mi/h

[a] S_{MAX} (FFS): 55.0 mi/h

W: 0.501

S_W:	41.7	mi/h
S_{NW}:	29.1	mi/h
S:	31.4	mi/h

6. DENSITY AND LOS

D: 69.8 pc/mi/ln LOS: F

Notes: Methodology from *2010 Highway Capacity Manual* , Transportation Research Board, 2010.

[a] Free Flow Speed of 55.0 mi/h was used at Caltrans' request.

Appendix I

Neighborhood Traffic Management Plan Process

Appendix I

LADOT Neighborhood Traffic Management Process

This appendix sets forth the Los Angeles Department of Transportation (LADOT) process for implementation of Neighborhood Traffic Management Plan(s) for the Project.

ELIGIBLE NEIGHBORHOODS

After implementation of the Project's proposed Transportation Demand Management (TDM) program and traffic mitigation measures, six neighborhoods, the boundaries of which are described below, have the potential to experience neighborhood intrusion traffic:

1. Franklin Avenue to the north, Highland Avenue to the east, Sunset Boulevard to the south, and La Brea Avenue to the west.
2. Franklin Avenue to the north, Cahuenga Boulevard to the east, Sunset Boulevard to the south, and Highland Avenue to the west.
3. Sunset Boulevard to the north, La Brea Avenue to the east, Santa Monica Boulevard to the south, and Gardner Street to the west.
4. Sunset Boulevard to the north, Highland Avenue to the east, Santa Monica to the south, and La Brea Avenue to the west.
5. Sunset Boulevard to the north, Vine Street to the east, Santa Monica Boulevard to the south, and Highland Avenue to the west.
6. Sunset Boulevard to the north, Van Ness Avenue to the east, Santa Monica Boulevard to the south, and Vine Street to the west.

TRAFFIC CALMING MEASURES

The following are traffic calming measures that may be included in Neighborhood Traffic Management Plan(s) for the Project.

Non-restrictive Control Measures

Non-restrictive control measures are intended to reduce traffic speeds on local streets and/or make the neighborhood streets less inviting for through traffic. Non-restrictive traffic calming measures may include, but are not limited to, traffic circles, speed humps, roadway narrowing effects (raised medians, traffic chokers, etc.), landscaping features, roadway striping changes (adding bike lanes or parking striping to reduce the perceived width of the roadway), and stop sign pattern.

Non-restrictive Improvements

Non-restrictive improvements include neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit.

NEIGHBORHOOD TRANSPORTATION MANAGEMENT PLAN(S) BUDGET

Based on its experience implementing Transportation Management Plans, LADOT has determined that a budget of up to $500,000 is appropriate for the development of Neighborhood Transportation Management Plan(s) for the eligible neighborhoods identified above. The Applicant or its successor shall guarantee the budget in a form reasonably satisfactory to LADOT.

Consultant time to develop the plans shall be paid by the Applicant or its successors and shall not be counted against the $500,000 budget, but data collection and mailing costs shall be included in the budget, as shall the costs associated with the design of any changes approved by the neighborhood.

NEIGHBORHOOD TRANSPORTATION MANAGEMENT PLAN(S) PROCESS

Each Neighborhood Transportation Management Plan process shall include three workshops that shall take place over a maximum four-month time period. Each workshop shall be rescheduled a maximum of one time if a quorum of the Committee (described below) is not present in person or by proxy. Failure to deliver a quorum for two consecutive meetings duly called and approved by the Committee shall constitute a declaration of non-interest in the process and the process shall cease.

1. Kick-Off Neighborhood Workshops – Based on the schedule in the final Project mitigation program, the transportation consultant for the Applicant or its successors shall hold a "Kick-off Workshop" meeting with the residents of each of the neighborhoods. Working with the Council Office, residents in the boundaries of the neighborhood will be invited to participate in the workshops. At the Kick-off Workshop, each neighborhood shall select a Committee of seven members by a consensus of the neighbors present at the meeting. If fewer than seven members of the neighborhood attend the Kick-off Workshop, the meeting will be rescheduled. If fewer than seven members attend the rescheduled Kick-off Workshop, it shall constitute a declaration of non- interest in the process and the process shall cease and all funds allocated to that neighborhood shall be returned to the Applicant.

   A majority of the Committee members must be present at each of the workshops for the Neighborhood Transportation Management Plan. The Agenda for the "Kick-off Workshop" shall include the following:

   a. Identify the process to be used to develop the Neighborhood Traffic Management Plan

   b. Identify the non-restrictive control measures and non-restrictive improvement choices for the neighborhood

   c. Discuss the existing and anticipated traffic issues in the neighborhood

   d. Match the types of improvements with the types of problems that each measure addresses

   e. Identify the types of improvements that the neighbors are likely to support

If a consensus of the residents present at the kick-off workshop approve of proceeding with data collection and development of a draft plan, the process shall proceed. If not, the process shall cease and all funds allocated to that neighborhood shall be returned to the Applicant.

2. Data Collection – If the neighborhood approves of proceeding with data collection, the transportation consultant for the Applicant or its successors shall collect and submit to LADOT appropriate traffic data (average daily trips, speed data, intersection turning movement counts, roadway characteristics, etc.) for the applicable neighborhoods within 60 days.

3. Draft Plan – Based on the data and input from the Kick-off Workshop, the transportation consultant for the Applicant or its successors shall develop a draft plan to implement for the neighborhood. The transportation consultant for the Applicant shall review the proposed measures with the appropriate City agency (LADOT, Bureau of Engineering, Street Services and Sanitation, etc.) to confirm the feasibility of each of the measures.

4. Neighborhood Workshop 2 – Upon completion of a draft plan, Neighborhood Workshop 2 shall be held to get reactions to the draft plan and suggestions from the residents for modifications to the plan.

5. Revised Plan – Based on input obtained during Neighborhood Workshop 2, the transportation consultant for the Applicant or its successors shall revise the draft plan for the neighborhood. The transportation consultant for the Applicant shall review the revised plan with the appropriate City agency (LADOT, Bureau of Engineering, Street Services and Sanitation, etc.) to confirm the feasibility of each of the measures.

6. Neighborhood Workshop 3 – Upon completion of the revised plan, Neighborhood Workshop 3 shall be held to finalize the plan. The plan shall be finalized based on the consensus of the residents present at Neighborhood Workshop 3.

7. Information Brochure – The transportation consultant for the Applicant or its successors shall prepare an information brochure that summarizes the final plan approved in Neighborhood Workshop 3 and a process for the neighborhood to approve

or reject the plan. LADOT shall cause the information brochure to be mailed to all households in the neighborhood at issue.

8. Approval/Rejection of the Plan – If a majority of the households in the neighborhood approve of the plan, the Applicant or its successors shall implement the traffic management plan on a temporary basis based on the schedule in the final Project mitigation program. If a majority of the households do not approve of the plan, the measures in the plan shall not be implemented, the process shall be declared over and all remaining funds for that neighborhood shall be returned to the Applicant or its successors.

9. Approval on Final Plan – If Step 8 above resulted in the approval of the plan and temporary measures were implemented, six months after the implementation of the temporary measures, LADOT shall cause a second survey of the households in the neighborhood at issue to determine the level of interest in making the temporary traffic measures in the plan permanent. If a majority of the households in the neighborhood approve of permanent implementation of the measures, the traffic measures shall be made permanent. If a majority of the households do not approve of the traffic measures, the measures shall be removed.

Upon completion of Steps 1 through 9 above, the Applicant's or its successors' responsibility for the Neighborhood Traffic Management Plan shall be deemed complete and any remaining funds allocated for that neighborhood shall be returned to the Applicant.

Appendix J

Construction Impact Analysis

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
1	North-South Street:	Cahuenga Blvd East	East-West Street:	Pilgrimage Bridge	
	Scenario:	Existing with Construction Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	66	0	66
	Left-Through		1			1	
	Through	1218	2	**415**	2348	2	**805**
	Through-Right		0			0	
	Right	14	1	14	5	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	0	138	272	0	272
	Left-Through		1			1	
	Through	8	0	146	4	0	**276**
	Through-Right		0			0	
	Right	572	1	**572**	214	1	214
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	**3**	10	0	**10**
	Left-Through		1			1	
	Through	1	0	4	3	0	13
	Through-Right		0			0	
	Right	3	1	3	6	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	805
			East-West:	575		*East-West:*	286
			SUM:	990		*SUM:*	1091
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.727
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.560**			**0.627**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
2	North-South Street:	Highland Ave / US 101 I	East-West Street:	Pat Moore Wy / Hollywood Bowl R
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	15	0	**15**
	Left-Through		1			1	
	Through	2346	2	644	2461	2	667
	Through-Right		1			1	
	Right	170	0	644	118	0	667
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	152	1	152
	Left-Through		0			0	
	Through	2202	3	**734**	2614	3	**871**
	Through-Right		0			0	
	Right	6	1	6	14	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	13	0	**13**
	Left-Through		1			1	
	Through	2	1	**1**	8	1	8
	Through-Right		0			0	
	Right	2	2	1	8	2	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	744		*North-South:*	886
			East-West:	1		*East-West:*	13
			SUM:	745		*SUM:*	899
	VOLUME/CAPACITY *(V/C)* RATIO:			0.523			0.631
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.423**			**0.531**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
3	North-South Street:	US-101 NB Off-ramp	East-West Street:	Cahuenga Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	102	0	102
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	0	**68**	4	0	**106**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	608	1	608	229	1	229
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1267	2	**634**	2394	2	**1197**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	68		*North-South:*	106
			East-West:	634		*East-West:*	1197
			SUM:	702		*SUM:*	1303
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.869
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.368**			**0.769**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
4	North-South Street:	Highland Ave	East-West Street:	Odin St
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3 / EB -- 0	SB -- / WB --	0 / 0	NB -- 3 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	2400	3	**800**	2569	3	**856**
	Through-Right		0			0	
	Right	221	1	27	299	1	247
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	1	**7**	21	1	**21**
	Left-Through		0			0	
	Through	2270	2	757	2566	2	856
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	2	0	**2**
	Left-Through		1			1	
	Through	7	1	**5**	2	1	2
	Through-Right		0			0	
	Right	2	1	2	2	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	**194**	52	1	**52**
	Left-Through		0			0	
	Through	7	1	7	1	1	1
	Through-Right		0			0	
	Right	18	1	15	18	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	877
			East-West:	199		*East-West:*	54
			SUM:	1006		*SUM:*	931
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.677
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.632**			**0.577**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
5	North-South Street:	Odin St	East-West Street:	Cahuenga Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	**116**	268	1	**177**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	47	0	116	86	0	177
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	601	0	**618**	231	0	232
	Through-Right		1			1	
	Right	17	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	**16**	23	1	23
	Left-Through		0			0	
	Through	1062	1	531	2137	1	**1069**
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	116		*North-South:*	177
			East-West:	634		*East-West:*	1069
			SUM:	750		*SUM:*	1246
	VOLUME/CAPACITY *(V/C)* RATIO:			0.526			0.874
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.426**			**0.774**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
6	North-South Street:	Highland Ave	East-West Street:	Camrose Dr / Milner Rd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	23	1	23
	Left-Through		0			0	
	Through	2498	2	**837**	2681	2	**900**
	Through-Right		1			1	
	Right	14	0	14	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	8	1	**8**
	Left-Through		0			0	
	Through	2363	2	793	2281	2	822
	Through-Right		1			1	
	Right	16	0	16	185	0	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	0	**108**	130	0	**130**
	Left-Through		0			0	
	Through	2	0	126	3	0	148
	Through-Right		0			0	
	Right	16	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	17	0	17	13	0	13
	Left-Through		0			0	
	Through	35	0	**76**	9	0	**38**
	Through-Right		0			0	
	Right	24	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	852		*North-South:*	908
			East-West:	184		*East-West:*	168
			SUM:	1036		*SUM:*	1076
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.717
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.617**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
7	

PROJECT TITLE: Crossroads Hollywood
North-South Street: Cahuenga Blvd **East-West Street:** US-101 NB Off-ramp
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	964	2	**482**	2067	2	**1034**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	777	2	389	259	2	130
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	1	**182**	70	1	70
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	30	0	182	77	0	**77**
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	1034
			East-West:	182		*East-West:*	77
			SUM:	664		*SUM:*	1111
VOLUME/CAPACITY *(V/C)* RATIO:				0.443			0.741
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.343**			**0.641**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
8	North-South Street:	La Brea Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	13	1	13
	Left-Through		0			0	
	Through	62	1	62	152	1	**152**
	Through-Right		0			0	
	Right	901	2	0	457	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	46	0	**83**	50	0	93
	Through-Right		1			1	
	Right	37	0	0	43	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	82	1	82
	Left-Through		0			0	
	Through	224	2	**112**	150	2	75
	Through-Right		0			0	
	Right	58	1	45	95	1	**89**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1296	2	**713**	986	2	**542**
	Left-Through		0			0	
	Through	97	1	97	109	1	109
	Through-Right		0			0	
	Right	41	1	41	52	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	110		*North-South:*	152
			East-West:	825		*East-West:*	631
			SUM:	935		*SUM:*	783
	VOLUME/CAPACITY *(V/C)* RATIO:			0.656			0.549
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.556**			**0.449**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
9	North-South Street:	Outpost Dr	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	0	112	57	0	57
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	303	0	**415**	66	0	**123**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	44	0	44	65	0	65
	Left-Through		1			1	
	Through	1140	1	**702**	1123	1	**757**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1121	1	579	971	1	519
	Through-Right		1			1	
	Right	36	0	36	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	415		*North-South:*	123
			East-West:	702		*East-West:*	757
			SUM:	1117		*SUM:*	880
	VOLUME/CAPACITY *(V/C)* RATIO:			0.745			0.587
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.645**			**0.487**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
10	North-South Street:	Orange Dr	East-West Street:	Franklin Ave	
	Scenario:	Existing with Construction Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	0	14	50	0	50
	Left-Through		0			0	
	Through	2	0	**84**	10	0	**280**
	Through-Right		0			0	
	Right	68	0	0	220	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	**4**	2	0	**2**
	Left-Through		0			0	
	Through	1	0	6	3	0	12
	Through-Right		0			0	
	Right	1	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	0	0	**0**
	Left-Through		1			1	
	Through	1160	0	594	800	0	409
	Through-Right		1			1	
	Right	16	0	594	17	0	409
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	0	48	71	0	71
	Left-Through		1			1	
	Through	1284	0	**789**	1105	0	**712**
	Through-Right		1			1	
	Right	6	0	789	35	0	712
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	88		*North-South:*	282
			East-West:	791		*East-West:*	712
			SUM:	879		*SUM:*	994
VOLUME/CAPACITY *(V/C)* RATIO:				0.586			0.663
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.486**			**0.563**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
11	North-South Street:	Orchid Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**5**	3	0	3
	Left-Through		0			0	
	Through	4	0	31	10	0	**41**
	Through-Right		0			0	
	Right	22	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	19	0	**19**
	Left-Through		0			0	
	Through	3	0	**39**	1	0	47
	Through-Right		0			0	
	Right	23	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	0	**19**	17	0	**17**
	Left-Through		1			1	
	Through	1185	0	655	952	0	536
	Through-Right		1			1	
	Right	11	0	655	17	0	536
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	0	8	14	0	14
	Left-Through		1			1	
	Through	1367	0	**709**	1155	0	**610**
	Through-Right		1			1	
	Right	2	0	709	8	0	610
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	44		*North-South:*	60
			East-West:	728		*East-West:*	627
			SUM:	772		*SUM:*	687
	VOLUME/CAPACITY *(V/C)* RATIO:			0.515			0.458
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.415**			**0.358**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
12	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (South)	
	Scenario:	Existing with Construction Conditions			
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16	

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	1	EB -- 0	WB --	1
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1484	2	501	1830	2	617
	Through-Right		1			1	
	Right	18	0	18	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1710	3	570	1504	3	501
	Through-Right		0			0	
	Right	1437	1	**1160**	994	1	**730**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1107	1	**555**	1050	1	**529**
	Left-Through		1			1	
	Through	3	0	555	8	0	529
	Through-Right		0			0	
	Right	39	1	39	84	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	11	1	**11**	55	1	**55**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1160		*North-South:*	730
			East-West:	566		*East-West:*	584
			SUM:	1726		*SUM:*	1314
	VOLUME/CAPACITY *(V/C)* RATIO:			1.151			0.876
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.051**			**0.776**
	LEVEL OF SERVICE (LOS):			**F**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
13	North-South Street:	Highland Ave	East-West Street:	Franklin Ave (North)
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2576	3	**859**	2290	3	**763**
	Through-Right		0			0	
	Right	151	1	0	356	1	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	154	1	**154**
	Left-Through		0			0	
	Through	2212	3	737	2161	3	720
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	868	2	**477**	491	2	**270**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	136	1	61	416	1	262
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	934		*North-South:*	917
			East-West:	477		*East-West:*	270
			SUM:	1411		*SUM:*	1187
VOLUME/CAPACITY *(V/C)* RATIO:				0.990			0.833
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.890**			**0.733**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
14	North-South Street:	Whitley Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	87	0	87
	Left-Through		0			0	
	Through	10	0	**82**	25	0	**184**
	Through-Right		0			0	
	Right	40	0	0	72	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	**33**	28	0	**28**
	Left-Through		0			0	
	Through	15	0	75	14	0	64
	Through-Right		0			0	
	Right	27	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	15	0	**15**	11	0	**11**
	Left-Through		0			0	
	Through	266	0	304	334	0	384
	Through-Right		0			0	
	Right	23	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	47	0	47	44	0	44
	Left-Through		0			0	
	Through	906	0	**964**	747	0	**817**
	Through-Right		0			0	
	Right	11	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	115		*North-South:*	212
			East-West:	979		*East-West:*	828
			SUM:	1094		*SUM:*	1040
	VOLUME/CAPACITY *(V/C)* RATIO:			0.729			0.693
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.629**			**0.593**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
15	North-South Street:	Wilcox Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	**36**	79	0	**79**
	Left-Through		0			0	
	Through	10	0	147	27	0	291
	Through-Right		0			0	
	Right	101	0	0	185	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	8	0	8	18	0	18
	Left-Through		0			0	
	Through	299	0	**561**	207	0	**407**
	Through-Right		0			0	
	Right	254	0	0	182	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**2**	7	0	7
	Left-Through		0			0	
	Through	302	0	325	453	0	**489**
	Through-Right		0			0	
	Right	21	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	151	1	151	35	1	**35**
	Left-Through		0			0	
	Through	716	0	**722**	493	0	499
	Through-Right		1			1	
	Right	6	0	0	6	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	597		*North-South:*	486
			East-West:	724		*East-West:*	524
			SUM:	1321		*SUM:*	1010
	VOLUME/CAPACITY *(V/C)* RATIO:			0.881			0.673
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.781**			**0.573**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
16	North-South Street:	Cahuenga Blvd	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	39	1	39
	Left-Through		0			0	
	Through	729	2	365	1495	2	**748**
	Through-Right		0			0	
	Right	54	1	0	87	1	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	65	1	**65**
	Left-Through		0			0	
	Through	1296	2	**648**	590	2	295
	Through-Right		0			0	
	Right	79	1	18	17	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	**122**	167	1	**167**
	Left-Through		0			0	
	Through	260	0	294	418	1	237
	Through-Right		1			1	
	Right	34	0	0	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	79	1	79
	Left-Through		0			0	
	Through	727	1	**727**	431	1	431
	Through-Right		0			0	
	Right	153	1	109	481	1	**449**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	676		*North-South:*	813
			East-West:	849		*East-West:*	616
			SUM:	1525		*SUM:*	1429
	VOLUME/CAPACITY *(V/C)* RATIO:			1.017			0.953
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.917**			**0.853**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
17	North-South Street:	Vine St	East-West Street:	Franklin Ave / US-101 SB Off-ramp
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	0	**0**	457	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	236	0	0	351	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	376	0	**0**	514	0	**0**
	Through-Right		0			0	
	Right	43	0	0	57	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	1	0	**0**
	Left-Through		0			0	
	Through	876	0	0	580	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	0		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	0		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.000**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 18

PROJECT TITLE: Crossroads Hollywood
North-South Street: Argyle Ave / US-101 NB **East-West Street:** Franklin Ave
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	21	0	0	48	0	0
	Left-Through		0			0	
	Through	21	0	**0**	38	0	**0**
	Through-Right		0			0	
	Right	35	0	0	133	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	0	0	47	0	0
	Left-Through		0			0	
	Through	114	0	**0**	71	0	**0**
	Through-Right		0			0	
	Right	15	0	0	9	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	0	19	0	0
	Left-Through		0			0	
	Through	419	0	**0**	880	0	**0**
	Through-Right		0			0	
	Right	101	0	0	61	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	0	**0**	99	0	**0**
	Left-Through		0			0	
	Through	836	0	0	544	0	0
	Through-Right		0			0	
	Right	17	0	0	11	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	0		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	0		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.000**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
19	North-South Street:	Gower St	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	154	396	1	265
	Left-Through		1			1	
	Through	58	0	154	133	0	265
	Through-Right		0			0	
	Right	275	1	**179**	456	1	**403**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	0	18	20	0	20
	Left-Through		0			0	
	Through	142	0	**210**	87	0	**121**
	Through-Right		0			0	
	Right	50	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	9	1	**9**	15	1	15
	Left-Through		0			0	
	Through	477	1	267	925	1	**487**
	Through-Right		1			1	
	Right	57	0	57	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	1	193	107	1	**107**
	Left-Through		0			0	
	Through	1225	1	**615**	885	1	452
	Through-Right		1			1	
	Right	5	0	5	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	389		*North-South:*	524
			East-West:	624		*East-West:*	594
			SUM:	1013		*SUM:*	1118
VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**			**0.685**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
20	North-South Street:	Beachwood Dr	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	22	0	22
	Left-Through		0			0	
	Through	45	0	**87**	48	0	**95**
	Through-Right		0			0	
	Right	32	0	0	25	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	172	0	**172**	210	0	**210**
	Left-Through		1			1	
	Through	0	0	172	1	0	211
	Through-Right		0			0	
	Right	162	1	71	187	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	**91**	190	1	**190**
	Left-Through		0			0	
	Through	696	1	351	1120	1	562
	Through-Right		1			1	
	Right	6	0	6	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	3	5	1	5
	Left-Through		0			0	
	Through	1270	1	**691**	868	1	**519**
	Through-Right		1			1	
	Right	112	0	112	169	0	169
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	259		*North-South:*	305
			East-West:	782		*East-West:*	709
			SUM:	1041		*SUM:*	1014
	VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.712
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.631**			**0.612**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
21	North-South Street:	Bronson Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	**32**	44	0	44
	Left-Through		0			0	
	Through	110	0	238	144	0	**415**
	Through-Right		0			0	
	Right	96	0	0	227	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	80	0	80	93	0	**93**
	Left-Through		0			0	
	Through	159	0	**332**	121	0	309
	Through-Right		0			0	
	Right	93	0	0	95	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	120	1	120
	Left-Through		0			0	
	Through	677	1	388	1102	1	**580**
	Through-Right		1			1	
	Right	99	0	99	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	182	1	182	116	1	**116**
	Left-Through		0			0	
	Through	1130	1	**591**	869	1	459
	Through-Right		1			1	
	Right	51	0	51	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	364		*North-South:*	508
			East-West:	673		*East-West:*	696
			SUM:	1037		*SUM:*	1204
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.803
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.703**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
22	North-South Street:	Wilton Pl	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	83	0	83
	Left-Through		0			0	
	Through	5	0	**132**	7	0	**182**
	Through-Right		0			0	
	Right	67	0	0	92	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	39	0	**39**	32	0	**32**
	Left-Through		0			0	
	Through	8	0	54	14	0	48
	Through-Right		0			0	
	Right	7	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	7	1	**7**	5	1	5
	Left-Through		0			0	
	Through	913	1	484	1477	1	**765**
	Through-Right		1			1	
	Right	54	0	54	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	166	122	1	**122**
	Left-Through		0			0	
	Through	1528	1	**768**	1101	1	554
	Through-Right		1			1	
	Right	7	0	7	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	171		*North-South:*	214
			East-West:	775		*East-West:*	887
			SUM:	946		*SUM:*	1101
	VOLUME/CAPACITY *(V/C)* RATIO:			0.631			0.734
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.531**			**0.634**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
23	North-South Street:	Western Ave	East-West Street:	Franklin Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	153	1	**153**
	Left-Through		0			0	
	Through	375	1	219	750	1	437
	Through-Right		1			1	
	Right	62	0	62	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	45	1	45
	Left-Through		0			0	
	Through	1013	2	507	768	2	**384**
	Through-Right		0			0	
	Right	889	1	**564**	568	1	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	325	1	**325**	400	1	400
	Left-Through		0			0	
	Through	610	1	359	1066	1	**600**
	Through-Right		1			1	
	Right	108	0	108	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	77	1	**77**
	Left-Through		0			0	
	Through	749	1	**382**	509	1	263
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	537
			East-West:	707		*East-West:*	677
			SUM:	1360		*SUM:*	1214
VOLUME/CAPACITY *(V/C)* RATIO:				0.954			0.852
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.854**			**0.752**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
24	North-South Street:	Highland Ave	East-West Street:	Johnny Grant Wy / Yucca St
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	79	1	79
	Left-Through		0			0	
	Through	1428	2	486	1657	2	**564**
	Through-Right		1			1	
	Right	29	0	29	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	16	25	1	**25**
	Left-Through		0			0	
	Through	1644	3	**548**	1455	3	485
	Through-Right		0			0	
	Right	209	1	194	119	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**15**	130	1	**68**
	Left-Through		1			1	
	Through	2	0	15	5	0	68
	Through-Right		0			0	
	Right	49	1	16	101	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	43	1	**35**	67	1	**55**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	614		*North-South:*	589
			East-West:	50		*East-West:*	123
			SUM:	664		*SUM:*	712
	VOLUME/CAPACITY *(V/C)* RATIO:			0.466			0.500
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.366**			**0.400**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
25	North-South Street:	Cahuenga Blvd	East-West Street:	Yucca St
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	**9**	35	1	35
	Left-Through		0			0	
	Through	695	1	360	1184	1	**607**
	Through-Right		1			1	
	Right	24	0	24	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	1	52	48	1	**48**
	Left-Through		0			0	
	Through	1426	2	**713**	632	2	316
	Through-Right		0			0	
	Right	27	1	27	25	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	0	47	127	0	**127**
	Left-Through		0			0	
	Through	25	0	**85**	49	0	194
	Through-Right		0			0	
	Right	13	0	0	18	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	22	1	22
	Left-Through		0			0	
	Through	56	1	56	67	1	67
	Through-Right		0			0	
	Right	80	1	54	263	1	**239**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	722		*North-South:*	655
			East-West:	163		*East-West:*	366
			SUM:	885		*SUM:*	1021
	VOLUME/CAPACITY *(V/C)* RATIO:			0.590			0.681
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.490**			**0.581**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
26	North-South Street:	Ivar Ave	East-West Street:	Yucca St
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	28	135	0	135
	Left-Through		0			0	
	Through	3	0	**73**	14	0	**257**
	Through-Right		0			0	
	Right	42	0	0	108	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	**2**	1	0	**1**
	Left-Through		0			0	
	Through	10	0	20	1	0	5
	Through-Right		0			0	
	Right	8	0	0	3	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	10	1	**10**
	Left-Through		0			0	
	Through	62	1	**62**	120	1	120
	Through-Right		0			0	
	Right	47	1	47	35	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	324	1	**324**	42	1	42
	Left-Through		0			0	
	Through	171	1	171	272	1	**272**
	Through-Right		0			0	
	Right	10	1	10	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	75		*North-South:*	258
			East-West:	386		*East-West:*	282
			SUM:	461		*SUM:*	540
VOLUME/CAPACITY *(V/C)* RATIO:				0.307			0.360
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.207**			**0.260**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
27	North-South Street:	Vine St	East-West Street:	Yucca St
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	206	1	**206**
	Left-Through		0			0	
	Through	341	1	242	733	1	472
	Through-Right		1			1	
	Right	143	0	143	211	0	211
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	38	1	38
	Left-Through		0			0	
	Through	997	1	**664**	806	1	**424**
	Through-Right		1			1	
	Right	331	0	331	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	50	1	50
	Left-Through		0			0	
	Through	59	1	**59**	134	1	**134**
	Through-Right		0			0	
	Right	37	1	5	46	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	51	1	**51**
	Left-Through		0			0	
	Through	131	1	69	75	1	43
	Through-Right		1			1	
	Right	7	0	7	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	729		*North-South:*	630
			East-West:	135		*East-West:*	185
			SUM:	864		*SUM:*	815
VOLUME/CAPACITY *(V/C)* RATIO:				0.576			0.543
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.476**			**0.443**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
28	North-South Street:	Argyle Ave	East-West Street:	Yucca St
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	23	0	23
	Left-Through		1			1	
	Through	140	0	77	423	0	**232**
	Through-Right		1			1	
	Right	5	0	77	18	0	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	3	9	0	**9**
	Left-Through		1			1	
	Through	201	0	**102**	108	0	63
	Through-Right		1			1	
	Right	1	1	0	1	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	241	1	**241**
	Left-Through		0			0	
	Through	22	1	22	83	1	83
	Through-Right		0			0	
	Right	116	1	116	62	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	8	1	8
	Left-Through		0			0	
	Through	133	0	**168**	53	0	**128**
	Through-Right		1			1	
	Right	35	0	0	75	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	111		*North-South:*	241
			East-West:	308		*East-West:*	369
			SUM:	419		*SUM:*	610
	VOLUME/CAPACITY *(V/C)* RATIO:			0.279			0.407
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.179**			**0.307**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gower St East-West Street: Carlos Ave
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**	19	1	19
	Left-Through		0			0	
	Through	315	1	166	732	1	**373**
	Through-Right		1			1	
	Right	16	0	16	13	0	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	13	16	0	**16**
	Left-Through		1			1	
	Through	818	0	**445**	523	0	305
	Through-Right		1			1	
	Right	46	0	445	23	0	305
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	17	12	0	12
	Left-Through		0			0	
	Through	6	0	**59**	0	0	**42**
	Through-Right		0			0	
	Right	36	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	11	0	11
	Left-Through		0			0	
	Through	4	0	**65**	2	0	**69**
	Through-Right		0			0	
	Right	31	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	477		*North-South:*	389
			East-West:	124		*East-West:*	111
			SUM:	601		*SUM:*	500
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.351
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.322**			**0.251**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
30	North-South Street:	Laurel Canyon Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 2	WB --	3	EB -- 2	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	644	1	**397**	1034	1	**607**
	Through-Right		1			1	
	Right	150	0	150	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	447	1	**447**	441	1	**441**
	Left-Through		0			0	
	Through	1412	1	726	1011	1	517
	Through-Right		1			1	
	Right	39	0	39	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	0	8	50	0	50
	Left-Through		0			0	
	Through	24	0	**33**	54	0	**108**
	Through-Right		0			0	
	Right	1	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	475	2	0	518	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	844		*North-South:*	1048
			East-West:	33		*East-West:*	108
			SUM:	877		*SUM:*	1156
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.811
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.515**			**0.711**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
31	North-South Street:	Fairfax Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 3	*SB --*	0	*NB --* 3	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	**183**	368	1	**368**
	Left-Through		0			0	
	Through	21	1	21	27	1	27
	Through-Right		0			0	
	Right	498	1	0	767	1	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	3	0	3
	Left-Through		0			0	
	Through	32	0	**46**	18	0	**23**
	Through-Right		0			0	
	Right	5	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	10	1	10
	Left-Through		0			0	
	Through	330	1	330	535	1	**364**
	Through-Right		1			1	
	Right	618	0	**527**	192	0	192
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	781	1	**781**	557	1	**557**
	Left-Through		0			0	
	Through	636	1	322	362	1	185
	Through-Right		1			1	
	Right	7	0	7	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	229		*North-South:*	391
			East-West:	1308		*East-West:*	921
			SUM:	1537		*SUM:*	1312
VOLUME/CAPACITY *(V/C)* RATIO:				1.079			0.921
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.979**			**0.821**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
32	North-South Street:	Nichols Canyon Rd / G	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR				PM PEAK HOUR			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --		0	NB -- 0	SB --		0
		EB -- 0	WB --		0	EB -- 0	WB --		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	6	0	**6**		20	0	20	
	Left-Through		0				0		
	Through	14	0	43		166	0	**238**	
	Through-Right		0				0		
	Right	23	0	0		52	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	80	0	80		43	0	**43**	
	Left-Through		0				0		
	Through	169	0	**490**		33	0	125	
	Through-Right		0				0		
	Right	241	0	0		49	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	38	1	**38**		156	1	**156**	
	Left-Through		0				0		
	Through	852	1	431		1183	1	599	
	Through-Right		1				1		
	Right	10	0	10		14	0	14	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	32	1	32		21	1	21	
	Left-Through		0				0		
	Through	1241	1	**643**		898	1	**474**	
	Through-Right		1				1		
	Right	44	0	44		50	0	50	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	496			*North-South:*	281	
			East-West:	681			*East-West:*	630	
			SUM:	1177			*SUM:*	911	
VOLUME/CAPACITY *(V/C)* RATIO:				0.785				0.607	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.685**				**0.507**	
LEVEL OF SERVICE (LOS):				**B**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33

PROJECT TITLE: Crossroads Hollywood
North-South Street: Gardner St **East-West Street:** Hollywood Blvd
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	47	0	47
	Left-Through		0			0	
	Through	38	0	**119**	86	0	**191**
	Through-Right		0			0	
	Right	51	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	5	0	**5**	1	0	**1**
	Left-Through		0			0	
	Through	35	0	82	23	0	53
	Through-Right		0			0	
	Right	42	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	14	1	**14**	53	1	53
	Left-Through		0			0	
	Through	853	1	451	1223	1	**620**
	Through-Right		1			1	
	Right	48	0	48	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	53	1	**53**
	Left-Through		0			0	
	Through	1479	1	**742**	938	1	470
	Through-Right		1			1	
	Right	5	0	5	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	124		*North-South:*	192
			East-West:	756		*East-West:*	673
			SUM:	880		*SUM:*	865
	VOLUME/CAPACITY *(V/C)* RATIO:			0.587			0.577
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.487**			**0.477**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
34	North-South Street:	Fuller Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	43	0	43
	Left-Through		0			0	
	Through	53	0	109	161	0	**242**
	Through-Right		0			0	
	Right	35	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	0	29	26	0	**26**
	Left-Through		0			0	
	Through	61	0	**210**	64	0	148
	Through-Right		0			0	
	Right	120	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	171	1	**171**
	Left-Through		0			0	
	Through	800	1	417	1053	1	543
	Through-Right		1			1	
	Right	34	0	34	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	22	1	22	32	1	32
	Left-Through		0			0	
	Through	1463	2	**732**	927	2	**464**
	Through-Right		0			0	
	Right	41	1	41	35	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	231		*North-South:*	268
			East-West:	773		*East-West:*	635
			SUM:	1004		*SUM:*	903
	VOLUME/CAPACITY *(V/C)* RATIO:			0.669			0.602
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.569**			**0.502**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
35	North-South Street:	La Brea Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	**68**	71	1	**71**
	Left-Through		0			0	
	Through	602	2	301	586	2	293
	Through-Right		0			0	
	Right	154	1	0	275	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	26	1	26
	Left-Through		0			0	
	Through	721	1	**721**	558	1	**545**
	Through-Right		1			1	
	Right	739	0	541	531	0	531
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	397	1	**397**	427	1	**427**
	Left-Through		0			0	
	Through	412	1	266	653	1	379
	Through-Right		1			1	
	Right	120	0	120	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	255	1	255	233	1	233
	Left-Through		0			0	
	Through	753	1	**383**	368	1	**203**
	Through-Right		1			1	
	Right	12	0	12	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	789		*North-South:*	616
			East-West:	780		*East-West:*	630
			SUM:	1569		*SUM:*	1246
	VOLUME/CAPACITY *(V/C)* RATIO:			1.101			0.874
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.001**			**0.774**
	LEVEL OF SERVICE (LOS):			**F**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
36	North-South Street:	Orange Dr	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	55	0	55
	Left-Through		1			1	
	Through	23	0	**46**	37	0	**92**
	Through-Right		0			0	
	Right	73	1	42	96	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	34	0	34
	Left-Through		1			1	
	Through	16	0	**25**	21	0	**55**
	Through-Right		0			0	
	Right	26	1	6	107	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	149	1	149
	Left-Through		0			0	
	Through	592	1	314	726	1	**400**
	Through-Right		1			1	
	Right	35	0	35	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	63	64	1	**64**
	Left-Through		0			0	
	Through	981	1	**508**	502	1	286
	Through-Right		1			1	
	Right	34	0	34	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	71		*North-South:*	147
			East-West:	548		*East-West:*	464
			SUM:	619		*SUM:*	611
	VOLUME/CAPACITY *(V/C)* RATIO:			0.450			0.444
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.350**			**0.344**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
37	North-South Street:	Highland Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	**16**	57	1	57
	Left-Through		0			0	
	Through	1370	2	475	1553	2	**536**
	Through-Right		1			1	
	Right	56	0	56	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	98	1	**98**
	Left-Through		0			0	
	Through	1497	2	**558**	1338	2	493
	Through-Right		1			1	
	Right	176	0	176	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	1	**195**	167	1	**167**
	Left-Through		0			0	
	Through	420	2	210	555	2	278
	Through-Right		0			0	
	Right	31	1	15	67	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	207	120	1	120
	Left-Through		0			0	
	Through	905	2	**453**	491	2	**246**
	Through-Right		0			0	
	Right	40	1	5	60	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	574		*North-South:*	634
			East-West:	648		*East-West:*	413
			SUM:	1222		*SUM:*	1047
	VOLUME/CAPACITY *(V/C)* RATIO:			0.889			0.761
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.789**			**0.661**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
38	North-South Street:	Las Palmas Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	-26	0	**-26**
	Left-Through		0			0	
	Through	39	0	80	69	0	63
	Through-Right		0			0	
	Right	32	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	24	48	0	48
	Left-Through		0			0	
	Through	55	0	**130**	62	0	**155**
	Through-Right		0			0	
	Right	51	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	63	1	63
	Left-Through		0			0	
	Through	461	1	232	704	1	**360**
	Through-Right		1			1	
	Right	3	0	3	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	48	1	**48**
	Left-Through		0			0	
	Through	1056	1	**545**	629	1	336
	Through-Right		1			1	
	Right	34	0	34	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	139		*North-South:*	129
			East-West:	592		*East-West:*	408
			SUM:	731		*SUM:*	537
	VOLUME/CAPACITY *(V/C)* RATIO:			0.487			0.358
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.387**			**0.258**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 39

PROJECT TITLE: Crossroads Hollywood
North-South Street: Cherokee Ave East-West Street: Hollywood Blvd
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	26	0	26
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	59	0	**80**	40	0	**66**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	12	1	**12**	100	1	**100**
	Left-Through		0			0	
	Through	543	2	272	844	2	422
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1317	1	**673**	639	1	**372**
	Through-Right		1			1	
	Right	29	0	29	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	80		*North-South:*	66
			East-West:	685		*East-West:*	472
			SUM:	765		*SUM:*	538
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.359
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.410**			**0.259**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
40	North-South Street:	Whitley Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	0	52	37	0	37
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	88	0	**140**	57	0	**94**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	22	1	**22**	97	1	**97**
	Left-Through		0			0	
	Through	519	2	260	806	2	403
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1235	1	**629**	692	1	**398**
	Through-Right		1			1	
	Right	22	0	22	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	140		*North-South:*	94
			East-West:	651		*East-West:*	495
			SUM:	791		*SUM:*	589
	VOLUME/CAPACITY *(V/C)* RATIO:			0.527			0.393
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.427**			**0.293**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
41	North-South Street:	Wilcox Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	75	1	75
	Left-Through		0			0	
	Through	110	0	140	352	0	**450**
	Through-Right		1			1	
	Right	30	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	12	0	**12**
	Left-Through		0			0	
	Through	233	0	**345**	191	0	235
	Through-Right		0			0	
	Right	102	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	88	1	88
	Left-Through		0			0	
	Through	500	1	268	743	1	**394**
	Through-Right		1			1	
	Right	36	0	36	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	57	1	**57**
	Left-Through		0			0	
	Through	1203	1	**604**	653	1	345
	Through-Right		1			1	
	Right	5	0	5	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	462
			East-West:	630		*East-West:*	451
			SUM:	980		*SUM:*	913
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.609
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.509**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
42	North-South Street:	Cahuenga Blvd	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	**15**	4	0	0
	Left-Through		1			0	
	Through	605	0	364	776	1	**434**
	Through-Right		1			1	
	Right	33	0	364	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	0	28	4	0	**0**
	Left-Through		1			0	
	Through	1156	0	**796**	752	1	425
	Through-Right		1			1	
	Right	324	0	796	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	61	1	61
	Left-Through		0			0	
	Through	497	1	265	853	1	**441**
	Through-Right		1			1	
	Right	32	0	32	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	75	43	1	**43**
	Left-Through		0			0	
	Through	956	2	**478**	723	2	362
	Through-Right		0			0	
	Right	34	1	34	82	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	811		*North-South:*	434
			East-West:	516		*East-West:*	484
			SUM:	1327		*SUM:*	918
	VOLUME/CAPACITY *(V/C)* RATIO:			0.885			0.612
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.785**			**0.512**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 43

PROJECT TITLE: Crossroads Hollywood
North-South Street: Ivar Ave East-West Street: Hollywood Blvd
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	**8**	29	0	29
	Left-Through		0			0	
	Through	56	0	101	209	0	**342**
	Through-Right		0			0	
	Right	37	0	0	104	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	11	0	11	10	0	**10**
	Left-Through		0			0	
	Through	231	0	**367**	44	0	71
	Through-Right		0			0	
	Right	125	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	26	1	26
	Left-Through		0			0	
	Through	524	1	272	864	1	**446**
	Through-Right		1			1	
	Right	20	0	20	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	50	1	**50**
	Left-Through		0			0	
	Through	1049	1	**545**	686	1	361
	Through-Right		1			1	
	Right	41	0	41	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	375		*North-South:*	352
			East-West:	563		*East-West:*	496
			SUM:	938		*SUM:*	848
VOLUME/CAPACITY *(V/C)* RATIO:				0.625			0.565
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.465**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
44	North-South Street:	Vine St	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	115	1	115
	Left-Through		0			0	
	Through	523	2	262	1030	2	**515**
	Through-Right		0			0	
	Right	162	1	112	217	1	183
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	36	57	1	**57**
	Left-Through		0			0	
	Through	997	1	**544**	759	1	410
	Through-Right		1			1	
	Right	91	0	91	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	51	1	51
	Left-Through		0			0	
	Through	475	2	238	879	2	**440**
	Through-Right		0			0	
	Right	5	1	0	15	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	68	1	**68**
	Left-Through		0			0	
	Through	1008	1	**519**	654	1	379
	Through-Right		1			1	
	Right	30	0	30	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	633		*North-South:*	572
			East-West:	549		*East-West:*	508
			SUM:	1182		*SUM:*	1080
	VOLUME/CAPACITY *(V/C)* RATIO:			0.829			0.758
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.729**			**0.658**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
45	North-South Street:	Argyle Ave	East-West Street:	Hollywood Blvd	
	Scenario:	Existing with Construction Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	**31**	37	1	37
	Left-Through		0			0	
	Through	79	1	79	280	1	**280**
	Through-Right		0			0	
	Right	40	1	0	44	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	54	36	1	**36**
	Left-Through		0			0	
	Through	220	1	**220**	121	1	121
	Through-Right		0			0	
	Right	45	1	8	64	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	109	1	**109**
	Left-Through		0			0	
	Through	498	2	249	903	2	452
	Through-Right		0			0	
	Right	123	1	108	166	1	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	178	67	1	67
	Left-Through		0			0	
	Through	1027	1	**540**	704	1	**424**
	Through-Right		1			1	
	Right	52	0	52	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	251		*North-South:*	316
			East-West:	614		*East-West:*	533
			SUM:	865		*SUM:*	849
	VOLUME/CAPACITY *(V/C)* RATIO:			0.577			0.566
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.477**			**0.466**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
46	North-South Street:	Gower St	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	70	1	**70**
	Left-Through		0			0	
	Through	286	1	169	582	1	339
	Through-Right		1			1	
	Right	51	0	51	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	45	1	45
	Left-Through		0			0	
	Through	417	1	**417**	366	1	**366**
	Through-Right		0			0	
	Right	383	1	363	134	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	86	1	86
	Left-Through		0			0	
	Through	522	1	277	874	1	**466**
	Through-Right		1			1	
	Right	31	0	31	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	66	66	1	**66**
	Left-Through		0			0	
	Through	1122	1	**573**	727	1	398
	Through-Right		1			1	
	Right	24	0	24	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	463		*North-South:*	436
			East-West:	613		*East-West:*	532
			SUM:	1076		*SUM:*	968
	VOLUME/CAPACITY *(V/C)* RATIO:			0.717			0.645
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.617**			**0.545**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
47	North-South Street:	Bronson Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	76	1	76
	Left-Through		0			0	
	Through	132	0	276	313	0	**467**
	Through-Right		1			1	
	Right	144	0	0	154	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	0	91	72	0	**72**
	Left-Through		0			0	
	Through	300	0	**480**	187	0	333
	Through-Right		0			0	
	Right	89	0	0	74	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	22	1	**22**	70	1	70
	Left-Through		0			0	
	Through	500	1	282	931	1	**490**
	Through-Right		1			1	
	Right	63	0	63	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	82	1	**82**
	Left-Through		0			0	
	Through	1030	1	**534**	577	1	313
	Through-Right		1			1	
	Right	37	0	37	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	517		*North-South:*	539
			East-West:	556		*East-West:*	572
			SUM:	1073		*SUM:*	1111
	VOLUME/CAPACITY *(V/C)* RATIO:			0.715			0.741
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.615**			**0.641**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
48	North-South Street:	US-101 SB Ramps	East-West Street:	Hollywood Blvd	
	Scenario:	Existing with Construction Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	494	1	320	501	1	291
	Left-Through		0			0	
	Through	4	0	**320**	13	0	**291**
	Through-Right		0			0	
	Right	141	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	466	2	233	884	2	442
	Through-Right		0			0	
	Right	183	1	183	235	1	235
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	21	1	21
	Left-Through		0			0	
	Through	1295	2	**648**	956	2	**478**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	291
			East-West:	648		*East-West:*	478
			SUM:	968		*SUM:*	769
VOLUME/CAPACITY *(V/C)* RATIO:				0.679			0.540
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.579**			**0.440**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 49

PROJECT TITLE: Crossroads Hollywood
North-South Street: US-101 NB Ramps / Var East-West Street: Hollywood Blvd
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	374	0	**0**	249	0	**0**
	Left-Through		0			0	
	Through	1	0	0	0	0	0
	Through-Right		0			0	
	Right	129	0	0	96	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	0	85	0	0
	Left-Through		0			0	
	Through	889	0	**0**	1348	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	984	0	0	613	0	0
	Through-Right		0			0	
	Right	762	0	0	517	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	0		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	0		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.000**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
50	North-South Street:	Wilton Pl	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	341	0	341	319	0	319
	Left-Through		1			1	
	Through	60	0	**401**	165	0	**484**
	Through-Right		0			0	
	Right	45	1	6	156	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	0	15	21	0	21
	Left-Through		0			0	
	Through	184	0	**241**	143	0	**190**
	Through-Right		0			0	
	Right	42	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	34	1	34
	Left-Through		0			0	
	Through	768	2	384	1028	2	**514**
	Through-Right		0			0	
	Right	152	1	0	165	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	52	1	**52**
	Left-Through		0			0	
	Through	1138	1	**578**	878	1	454
	Through-Right		1			1	
	Right	17	0	17	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	642		*North-South:*	674
			East-West:	603		*East-West:*	566
			SUM:	1245		*SUM:*	1240
VOLUME/CAPACITY *(V/C)* RATIO:				0.874			0.870
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.774**			**0.770**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
51	North-South Street:	Western Ave	East-West Street:	Hollywood Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	**133**	118	1	**118**
	Left-Through		0			0	
	Through	429	2	215	792	2	396
	Through-Right		0			0	
	Right	83	1	0	94	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	61	105	1	105
	Left-Through		0			0	
	Through	883	1	**557**	767	1	**452**
	Through-Right		1			1	
	Right	230	0	230	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	**113**	211	1	211
	Left-Through		0			0	
	Through	674	1	366	900	1	**495**
	Through-Right		1			1	
	Right	58	0	58	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	138	1	**138**
	Left-Through		0			0	
	Through	795	2	**398**	686	2	343
	Through-Right		0			0	
	Right	27	1	0	73	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	570
			East-West:	511		*East-West:*	633
			SUM:	1201		*SUM:*	1203
VOLUME/CAPACITY *(V/C)* RATIO:				0.873			0.875
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.773**			**0.775**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
52	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (North)
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	**3**	17	1	17
	Left-Through		0			0	
	Through	822	1	459	900	1	**507**
	Through-Right		1			1	
	Right	95	0	95	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	29	1	**29**
	Left-Through		0			0	
	Through	1039	2	**520**	891	2	446
	Through-Right		0			0	
	Right	2	1	2	15	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	16	0	**16**	0	0	**0**
	Left-Through		1			1	
	Through	0	0	16	1	0	1
	Through-Right		0			0	
	Right	13	1	12	15	1	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	0	150	183	0	183
	Left-Through		0			0	
	Through	1	0	**201**	0	0	**227**
	Through-Right		0			0	
	Right	50	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	523		*North-South:*	536
			East-West:	217		*East-West:*	227
			SUM:	740		*SUM:*	763
	VOLUME/CAPACITY *(V/C)* RATIO:			0.493			0.509
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.393**			**0.409**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
53	North-South Street:	La Brea Ave	East-West Street:	Hawthorn Ave (South)
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	38	1	**38**
	Left-Through		0			0	
	Through	823	2	412	931	2	466
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1087	1	**601**	959	1	**538**
	Through-Right		1			1	
	Right	114	0	114	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	0	103	115	0	115
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	113	0	**216**	117	0	**232**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	675		*North-South:*	576
			East-West:	216		*East-West:*	232
			SUM:	891		*SUM:*	808
	VOLUME/CAPACITY *(V/C)* RATIO:			0.594			0.539
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.494**			**0.439**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
54	North-South Street:	Highland Ave	East-West Street:	Selma Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1444	1	**769**	1606	1	**858**
	Through-Right		1			1	
	Right	93	0	93	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	1	**9**	39	1	**39**
	Left-Through		0			0	
	Through	1650	2	550	1502	2	501
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	355	0	355	123	0	123
	Left-Through		0			0	
	Through	0	0	**381**	0	0	**133**
	Through-Right		0			0	
	Right	26	0	0	10	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	778		*North-South:*	897
			East-West:	381		*East-West:*	133
			SUM:	1159		*SUM:*	1030
	VOLUME/CAPACITY *(V/C)* RATIO:			0.773			0.687
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.673**			**0.587**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
55	North-South Street:	Wilcox Ave	East-West Street:	Selma Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	**31**	49	1	49
	Left-Through		0			0	
	Through	153	0	159	420	0	**442**
	Through-Right		1			1	
	Right	6	0	0	22	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	1	7	36	1	**36**
	Left-Through		0			0	
	Through	323	0	**376**	243	0	291
	Through-Right		1			1	
	Right	53	0	0	48	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	46	0	46
	Left-Through		0			0	
	Through	27	0	**62**	165	0	**263**
	Through-Right		0			0	
	Right	23	0	0	52	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	18	0	**18**	16	0	**16**
	Left-Through		0			0	
	Through	32	0	65	48	0	88
	Through-Right		0			0	
	Right	15	0	0	24	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	407		*North-South:*	478
			East-West:	80		*East-West:*	279
			SUM:	487		*SUM:*	757
	VOLUME/CAPACITY *(V/C)* RATIO:			0.325			0.505
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.225**			**0.405**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
56	North-South Street:	Cahuenga Blvd	East-West Street:	Selma Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	0	0	0
	Left-Through		1			0	
	Through	655	0	388	1051	1	**548**
	Through-Right		1			1	
	Right	19	0	388	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	24	0	0	**0**
	Left-Through		1			0	
	Through	1104	0	**628**	650	1	346
	Through-Right		1			1	
	Right	56	0	628	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	63	0	63
	Left-Through		0			0	
	Through	21	0	**45**	101	0	**214**
	Through-Right		0			0	
	Right	14	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	6	0	**6**	22	0	**22**
	Left-Through		0			0	
	Through	13	0	29	32	0	98
	Through-Right		0			0	
	Right	10	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	645		*North-South:*	548
			East-West:	51		*East-West:*	236
			SUM:	696		*SUM:*	784
	VOLUME/CAPACITY *(V/C)* RATIO:			0.464			0.523
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.364**			**0.423**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
57	North-South Street:	Vine St	East-West Street:	Selma Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 / EB -- 0	SB -- / WB --	0 / 0	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	49	1	49
	Left-Through		0			0	
	Through	632	2	316	1116	2	**558**
	Through-Right		0			0	
	Right	94	1	54	106	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	65	1	**65**
	Left-Through		0			0	
	Through	1251	1	**655**	818	1	442
	Through-Right		1			1	
	Right	59	0	59	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	74	1	74
	Left-Through		0			0	
	Through	55	0	119	191	0	**271**
	Through-Right		1			1	
	Right	64	0	0	80	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	47	1	**47**
	Left-Through		0			0	
	Through	92	0	**234**	92	0	160
	Through-Right		1			1	
	Right	142	0	0	68	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	705		*North-South:*	623
			East-West:	259		*East-West:*	318
			SUM:	964		*SUM:*	941
VOLUME/CAPACITY *(V/C)* RATIO:				0.643			0.627
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.543**			**0.527**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
58	North-South Street:	Crescent Heights Blvd	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	77	1	77
	Left-Through		0			0	
	Through	590	2	295	797	2	**399**
	Through-Right		0			0	
	Right	129	1	33	312	1	221
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	93	1	**93**
	Left-Through		0			0	
	Through	945	1	**528**	642	1	366
	Through-Right		1			1	
	Right	111	0	111	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	289	1	**289**
	Left-Through		0			0	
	Through	828	3	276	1300	3	433
	Through-Right		0			0	
	Right	68	1	39	77	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	1	193	183	1	183
	Left-Through		0			0	
	Through	1119	2	**384**	1017	2	**360**
	Through-Right		1			1	
	Right	32	0	32	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	586		*North-South:*	492
			East-West:	580		*East-West:*	649
			SUM:	1166		*SUM:*	1141
	VOLUME/CAPACITY *(V/C)* RATIO:			0.848			0.830
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.748**			**0.730**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 59

PROJECT TITLE: Crossroads Hollywood
North-South Street: Fairfax Ave **East-West Street:** Sunset Blvd
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	121	1	121
	Left-Through		0			0	
	Through	475	2	238	929	2	**465**
	Through-Right		0			0	
	Right	177	1	0	196	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	73	1	**73**
	Left-Through		0			0	
	Through	777	2	**389**	601	2	301
	Through-Right		0			0	
	Right	276	1	210	134	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	256	1	256
	Left-Through		0			0	
	Through	762	2	**284**	1224	2	**434**
	Through-Right		1			1	
	Right	90	0	90	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	264	1	**264**	198	1	**198**
	Left-Through		0			0	
	Through	1067	2	367	951	2	340
	Through-Right		1			1	
	Right	34	0	34	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	538
			East-West:	548		*East-West:*	632
			SUM:	1030		*SUM:*	1170
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.851
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.649**			**0.751**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
60	North-South Street:	Gardner St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	36	0	36
	Left-Through		0			0	
	Through	178	0	242	242	0	**387**
	Through-Right		0			0	
	Right	47	0	0	109	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	27	0	27	35	0	**35**
	Left-Through		0			0	
	Through	181	0	**261**	128	0	193
	Through-Right		0			0	
	Right	53	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	63	1	63
	Left-Through		0			0	
	Through	983	2	340	1379	2	**478**
	Through-Right		1			1	
	Right	36	0	36	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	51	1	**51**
	Left-Through		0			0	
	Through	1296	2	**447**	1129	2	388
	Through-Right		1			1	
	Right	45	0	45	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	278		*North-South:*	422
			East-West:	502		*East-West:*	529
			SUM:	780		*SUM:*	951
	VOLUME/CAPACITY *(V/C)* RATIO:			0.520			0.634
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.420**			**0.534**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61

PROJECT TITLE: Crossroads Hollywood
North-South Street: Poinsettia Pl (West) East-West Street: Sunset Blvd
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	51	0	51
	Left-Through		0			0	
	Through	16	0	**89**	42	0	**154**
	Through-Right		0			0	
	Right	43	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	**13**	17	0	**17**
	Left-Through		0			0	
	Through	15	0	45	16	0	64
	Through-Right		0			0	
	Right	17	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	15	1	15
	Left-Through		0			0	
	Through	1031	2	349	1473	2	**499**
	Through-Right		1			1	
	Right	15	0	15	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	37	1	**37**
	Left-Through		0			0	
	Through	1365	2	**468**	1151	2	396
	Through-Right		1			1	
	Right	39	0	39	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	102		*North-South:*	171
			East-West:	479		*East-West:*	536
			SUM:	581		*SUM:*	707
VOLUME/CAPACITY *(V/C)* RATIO:				0.387			0.471
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.287**			**0.371**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
62	North-South Street:	Poinsettia Pl (East)	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**3**	2	0	**2**
	Left-Through		0			0	
	Through	0	0	14	5	0	20
	Through-Right		0			0	
	Right	11	0	0	13	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	93	0	93	63	0	63
	Left-Through		0			0	
	Through	0	0	**149**	3	0	**118**
	Through-Right		0			0	
	Right	56	0	0	52	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	38	1	38
	Left-Through		0			0	
	Through	1076	2	359	1512	2	**504**
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	5	1	**5**
	Left-Through		0			0	
	Through	1371	2	**470**	1171	2	408
	Through-Right		1			1	
	Right	39	0	39	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	152		*North-South:*	120
			East-West:	481		*East-West:*	509
			SUM:	633		*SUM:*	629
	VOLUME/CAPACITY *(V/C)* RATIO:			0.422			0.419
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.322**			**0.319**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
63	North-South Street:	La Brea Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	211	1	**211**
	Left-Through		0			0	
	Through	658	2	329	742	2	371
	Through-Right		0			0	
	Right	177	1	0	244	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	82	146	1	146
	Left-Through		0			0	
	Through	843	2	**337**	767	2	**306**
	Through-Right		1			1	
	Right	168	0	168	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	200	1	200
	Left-Through		0			0	
	Through	842	2	319	1269	2	**458**
	Through-Right		1			1	
	Right	114	0	114	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	225	1	225	191	1	**191**
	Left-Through		0			0	
	Through	1162	2	**399**	877	2	323
	Through-Right		1			1	
	Right	35	0	35	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	461		*North-South:*	517
			East-West:	582		*East-West:*	649
			SUM:	1043		*SUM:*	1166
	VOLUME/CAPACITY *(V/C)* RATIO:			0.759			0.848
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.659**			**0.748**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
64	North-South Street:	Orange Dr	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	**10**	13	0	13
	Left-Through		0			0	
	Through	63	0	94	126	0	**201**
	Through-Right		0			0	
	Right	21	0	0	62	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	38	0	38	68	0	**68**
	Left-Through		0			0	
	Through	49	0	**148**	60	0	192
	Through-Right		0			0	
	Right	61	0	0	64	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	83	1	**83**
	Left-Through		0			0	
	Through	807	2	277	1164	2	397
	Through-Right		1			1	
	Right	25	0	25	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	28	1	28
	Left-Through		0			0	
	Through	1305	2	**475**	1113	2	**408**
	Through-Right		1			1	
	Right	121	0	121	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	158		*North-South:*	269
			East-West:	492		*East-West:*	491
			SUM:	650		*SUM:*	760
	VOLUME/CAPACITY *(V/C)* RATIO:			0.433			0.507
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.333**			**0.407**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave **East-West Street:** Sunset Blvd
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 **Analyst:** GTC **Date:** 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	62	1	**62**	60	1	**60**
	Left-Through		0			0	
	Through	1064	2	393	939	2	338
	Through-Right		1			1	
	Right	114	0	114	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	100	1	100
	Left-Through		0			0	
	Through	1570	2	**640**	1275	2	**530**
	Through-Right		1			1	
	Right	350	0	350	315	0	315
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	1	**307**	409	1	**409**
	Left-Through		0			0	
	Through	868	2	315	1055	2	373
	Through-Right		1			1	
	Right	78	0	78	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	171	1	171	104	1	104
	Left-Through		0			0	
	Through	1061	2	**376**	859	2	**372**
	Through-Right		1			1	
	Right	67	0	67	258	0	258
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	702		*North-South:*	590
			East-West:	683		*East-West:*	781
			SUM:	1385		*SUM:*	1371
VOLUME/CAPACITY *(V/C)* RATIO:				1.007			0.997
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.907**			**0.897**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
66	North-South Street:	Las Palmas Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	0	33	191	0	191
	Left-Through		0			0	
	Through	0	0	**47**	0	0	**221**
	Through-Right		0			0	
	Right	14	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	1	**0**
	Left-Through		0			0	
	Through	1020	2	345	1345	2	455
	Through-Right		1			1	
	Right	16	0	16	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	17	1	17
	Left-Through		0			0	
	Through	1404	1	**702**	1104	1	**552**
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	47		*North-South:*	221
			East-West:	702		*East-West:*	552
			SUM:	749		*SUM:*	773
	VOLUME/CAPACITY *(V/C)* RATIO:			0.526			0.542
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.426**			**0.442**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
67	North-South Street:	Cherokee Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	136	0	136
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	53	0	**78**	95	0	**231**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	970	2	331	1455	2	**494**
	Through-Right		1			1	
	Right	22	0	22	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	87	1	**87**
	Left-Through		0			0	
	Through	1313	2	**657**	1016	2	508
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	78		*North-South:*	231
			East-West:	657		*East-West:*	581
			SUM:	735		*SUM:*	812
	VOLUME/CAPACITY *(V/C)* RATIO:			0.490			0.541
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.390**			**0.441**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
68	North-South Street:	Seward St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	0	29	103	0	103
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	58	0	**87**	208	0	**311**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1001	2	**340**	1534	2	**520**
	Through-Right		1			1	
	Right	19	0	19	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	**139**	55	1	**55**
	Left-Through		0			0	
	Through	1392	3	464	1045	3	348
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	87		*North-South:*	311
			East-West:	479		*East-West:*	575
			SUM:	566		*SUM:*	886
	VOLUME/CAPACITY *(V/C)* RATIO:			0.377			0.591
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.277**			**0.491**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
69	North-South Street:	Wilcox Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	**23**	38	1	38
	Left-Through		0			0	
	Through	105	0	132	252	0	**304**
	Through-Right		1			1	
	Right	27	0	0	52	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	45	1	**45**
	Left-Through		0			0	
	Through	264	0	**366**	238	0	301
	Through-Right		1			1	
	Right	102	0	0	63	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	140	1	140
	Left-Through		0			0	
	Through	974	2	331	1508	2	**515**
	Through-Right		1			1	
	Right	19	0	19	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	108	34	1	**34**
	Left-Through		0			0	
	Through	1345	2	**467**	967	2	358
	Through-Right		1			1	
	Right	55	0	55	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	389		*North-South:*	349
			East-West:	533		*East-West:*	549
			SUM:	922		*SUM:*	898
	VOLUME/CAPACITY *(V/C)* RATIO:			0.615			0.599
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.515**			**0.499**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
70	North-South Street:	Cahuenga Blvd	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	**22**	65	1	65
	Left-Through		0			0	
	Through	456	1	235	875	1	**469**
	Through-Right		1			1	
	Right	13	0	13	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	69	1	**69**
	Left-Through		0			0	
	Through	935	1	**574**	553	1	331
	Through-Right		1			1	
	Right	213	0	213	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	**139**	310	1	**310**
	Left-Through		0			0	
	Through	811	2	297	1164	2	410
	Through-Right		1			1	
	Right	79	0	79	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	35	1	35
	Left-Through		0			0	
	Through	1219	2	**422**	970	2	**350**
	Through-Right		1			1	
	Right	46	0	46	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	596		*North-South:*	538
			East-West:	561		*East-West:*	660
			SUM:	1157		*SUM:*	1198
	VOLUME/CAPACITY *(V/C)* RATIO:			0.812			0.841
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.712**			**0.741**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
71	North-South Street:	Ivar Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	43	0	43
	Left-Through		0			0	
	Through	79	0	128	242	0	**381**
	Through-Right		0			0	
	Right	40	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	55	1	**55**
	Left-Through		0			0	
	Through	150	0	**233**	105	0	158
	Through-Right		1			1	
	Right	83	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	**24**	41	1	41
	Left-Through		0			0	
	Through	775	2	267	1275	2	**441**
	Through-Right		1			1	
	Right	25	0	25	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	66	1	**66**
	Left-Through		0			0	
	Through	1356	2	**482**	980	2	349
	Through-Right		1			1	
	Right	91	0	91	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	242		*North-South:*	436
			East-West:	506		*East-West:*	507
			SUM:	748		*SUM:*	943
	VOLUME/CAPACITY *(V/C)* RATIO:			0.499			0.629
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.399**			**0.529**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
72	North-South Street:	Vine St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	89	1	89
	Left-Through		0			0	
	Through	649	2	325	1093	2	**547**
	Through-Right		0			0	
	Right	197	1	17	203	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	120	1	**120**
	Left-Through		0			0	
	Through	1150	1	**631**	894	1	509
	Through-Right		1			1	
	Right	111	0	111	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	46	75	1	75
	Left-Through		0			0	
	Through	769	2	**282**	1191	2	**421**
	Through-Right		1			1	
	Right	76	0	76	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	153	1	**153**
	Left-Through		0			0	
	Through	1127	2	396	974	2	360
	Through-Right		1			1	
	Right	61	0	61	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	667
			East-West:	462		*East-West:*	574
			SUM:	1182		*SUM:*	1241
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.903
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.760**			**0.803**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
73	North-South Street:	Argyle Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	0	91	63	0	63
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	179	0	**270**	147	0	**210**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	121	1	**121**	145	1	**145**
	Left-Through		0			0	
	Through	840	3	280	1330	3	443
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1304	2	**469**	1081	2	**392**
	Through-Right		1			1	
	Right	104	0	104	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	270		*North-South:*	210
			East-West:	590		*East-West:*	537
			SUM:	860		*SUM:*	747
	VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.498
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.473**			**0.398**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
74	North-South Street:	Gower St	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 / EB -- 0	SB -- / WB --	0 / 0	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	**22**	34	1	34
	Left-Through		0			0	
	Through	253	0	334	519	0	**597**
	Through-Right		1			1	
	Right	81	0	0	78	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	74	1	**74**
	Left-Through		0			0	
	Through	361	0	**411**	363	0	428
	Through-Right		1			1	
	Right	50	0	0	65	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	**48**	96	1	96
	Left-Through		0			0	
	Through	798	2	297	1486	2	**508**
	Through-Right		1			1	
	Right	92	0	92	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	163	76	1	**76**
	Left-Through		0			0	
	Through	1423	2	**483**	1200	2	431
	Through-Right		1			1	
	Right	26	0	26	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	433		*North-South:*	671
			East-West:	531		*East-West:*	584
			SUM:	964		*SUM:*	1255
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.881
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.781**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
75	North-South Street:	Bronson Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	**61**	38	1	38
	Left-Through		0			0	
	Through	139	0	271	317	0	**493**
	Through-Right		1			1	
	Right	132	0	0	176	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	73	1	**73**
	Left-Through		0			0	
	Through	307	0	**483**	207	0	271
	Through-Right		1			1	
	Right	176	0	0	64	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**45**	81	1	81
	Left-Through		0			0	
	Through	851	2	288	1634	2	**552**
	Through-Right		1			1	
	Right	14	0	14	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	45	1	**45**
	Left-Through		0			0	
	Through	1541	2	**536**	1271	2	448
	Through-Right		1			1	
	Right	68	0	68	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	544		*North-South:*	566
			East-West:	581		*East-West:*	597
			SUM:	1125		*SUM:*	1163
	VOLUME/CAPACITY *(V/C)* RATIO:			0.750			0.775
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.650**			**0.675**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
76	North-South Street:	Van Ness Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	80	1	80
	Left-Through		0			0	
	Through	14	0	**182**	47	0	**179**
	Through-Right		1			1	
	Right	168	0	0	132	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	322	1	**322**	360	1	**360**
	Left-Through		0			0	
	Through	194	0	228	261	0	282
	Through-Right		1			1	
	Right	34	0	0	21	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	9	1	9
	Left-Through		0			0	
	Through	1040	2	360	1828	2	**618**
	Through-Right		1			1	
	Right	40	0	40	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	70	1	**70**
	Left-Through		0			0	
	Through	1577	2	**533**	1242	2	418
	Through-Right		1			1	
	Right	23	0	23	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	504		*North-South:*	539
			East-West:	538		*East-West:*	688
			SUM:	1042		*SUM:*	1227
	VOLUME/CAPACITY *(V/C)* RATIO:			0.695			0.818
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.595**			**0.718**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
77	North-South Street:	Wilton Pl	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	100	1	100
	Left-Through		0			0	
	Through	235	1	191	383	1	**285**
	Through-Right		1			1	
	Right	146	0	146	186	0	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	78	1	**78**
	Left-Through		0			0	
	Through	527	1	**312**	375	1	234
	Through-Right		1			1	
	Right	96	0	96	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	88	1	**88**
	Left-Through		0			0	
	Through	1083	2	**429**	1466	2	542
	Through-Right		1			1	
	Right	204	0	204	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	**116**	80	1	80
	Left-Through		0			0	
	Through	773	2	387	1098	2	**549**
	Through-Right		0			0	
	Right	103	1	33	147	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	374		*North-South:*	363
			East-West:	545		*East-West:*	637
			SUM:	919		*SUM:*	1000
	VOLUME/CAPACITY *(V/C)* RATIO:			0.613			0.667
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.513**			**0.567**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
78	North-South Street:	Western Ave	East-West Street:	Sunset Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	**103**	107	1	107
	Left-Through		0			0	
	Through	435	2	218	628	2	**314**
	Through-Right		0			0	
	Right	68	1	19	80	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	137	253	1	**253**
	Left-Through		0			0	
	Through	766	1	**462**	548	1	305
	Through-Right		1			1	
	Right	157	0	157	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	142	243	1	**243**
	Left-Through		0			0	
	Through	991	2	**353**	1233	2	423
	Through-Right		1			1	
	Right	67	0	67	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	**99**	132	1	132
	Left-Through		0			0	
	Through	718	2	264	962	2	**372**
	Through-Right		1			1	
	Right	74	0	74	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	567
			East-West:	452		*East-West:*	615
			SUM:	1017		*SUM:*	1182
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.860
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.640**			**0.760**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
79	North-South Street:	Highland Ave	East-West Street:	De Longpre Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB* -- 0	*SB* --	0	*NB* -- 0	*SB* --	0
	EB -- 0	*WB* --	0	*EB* -- 0	*WB* --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	46	1	**46**
	Left-Through		0			0	
	Through	1188	2	411	988	2	385
	Through-Right		1			1	
	Right	44	0	44	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	36	1	36
	Left-Through		0			0	
	Through	1676	2	**562**	1363	2	**464**
	Through-Right		1			1	
	Right	10	0	10	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	0	**24**	28	0	28
	Left-Through		0			0	
	Through	50	0	108	196	0	**323**
	Through-Right		0			0	
	Right	34	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	134	0	134	56	0	**56**
	Left-Through		0			0	
	Through	55	0	**264**	121	0	214
	Through-Right		0			0	
	Right	75	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	573		*North-South:*	510
			East-West:	288		*East-West:*	379
			SUM:	861		*SUM:*	889
VOLUME/CAPACITY *(V/C)* RATIO:				0.574			0.593
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.474**			**0.493**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
80	North-South Street:	Gardner St	East-West Street:	Fountain Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	41	0	41
	Left-Through		0			0	
	Through	146	0	226	252	0	**360**
	Through-Right		0			0	
	Right	60	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	49	69	0	**69**
	Left-Through		0			0	
	Through	215	0	**319**	200	0	313
	Through-Right		0			0	
	Right	55	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	96	1	96
	Left-Through		0			0	
	Through	729	1	387	1199	1	**621**
	Through-Right		1			1	
	Right	44	0	44	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	105	148	1	**148**
	Left-Through		0			0	
	Through	1212	1	**624**	841	1	444
	Through-Right		1			1	
	Right	35	0	35	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	339		*North-South:*	429
			East-West:	678		*East-West:*	769
			SUM:	1017		*SUM:*	1198
VOLUME/CAPACITY *(V/C)* RATIO:				0.678			0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.578**			**0.699**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
81	North-South Street:	La Brea Ave	East-West Street:	Fountain Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	126	1	**126**
	Left-Through		0			0	
	Through	806	2	283	961	2	345
	Through-Right		1			1	
	Right	44	0	44	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	73	1	73
	Left-Through		0			0	
	Through	912	2	**375**	912	2	**344**
	Through-Right		1			1	
	Right	214	0	214	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	1	**131**	165	1	**165**
	Left-Through		0			0	
	Through	579	1	349	773	1	438
	Through-Right		1			1	
	Right	118	0	118	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	115	1	115
	Left-Through		0			0	
	Through	739	0	**757**	642	0	**688**
	Through-Right		1			1	
	Right	18	0	0	46	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	471		*North-South:*	470
			East-West:	888		*East-West:*	853
			SUM:	1359		*SUM:*	1323
VOLUME/CAPACITY *(V/C)* RATIO:				0.906			0.882
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.806**			**0.782**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
82	North-South Street:	Highland Ave	East-West Street:	Fountain Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	**45**	43	1	**43**
	Left-Through		0			0	
	Through	1158	2	402	916	2	327
	Through-Right		1			1	
	Right	47	0	47	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	28	23	1	23
	Left-Through		0			0	
	Through	1550	2	**588**	1331	2	**500**
	Through-Right		1			1	
	Right	213	0	213	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	152	1	**152**
	Left-Through		0			0	
	Through	376	0	454	449	0	523
	Through-Right		1			1	
	Right	78	0	0	74	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	43	1	43
	Left-Through		0			0	
	Through	412	0	**438**	416	0	**452**
	Through-Right		1			1	
	Right	26	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	633		*North-South:*	543
			East-West:	608		*East-West:*	604
			SUM:	1241		*SUM:*	1147
	VOLUME/CAPACITY *(V/C)* RATIO:			0.827			0.765
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.727**			**0.665**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
83	North-South Street:	Wilcox Ave	East-West Street:	Fountain Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	**14**	25	1	25
	Left-Through		0			0	
	Through	129	0	157	282	0	**326**
	Through-Right		1			1	
	Right	28	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	35	1	**35**
	Left-Through		0			0	
	Through	183	0	**225**	220	0	253
	Through-Right		1			1	
	Right	42	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	**25**	41	0	41
	Left-Through		1			1	
	Through	299	0	324	499	0	**540**
	Through-Right		0			0	
	Right	22	1	15	44	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	19	0	19	17	0	**17**
	Left-Through		0			0	
	Through	482	0	**535**	338	0	390
	Through-Right		0			0	
	Right	34	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	239		*North-South:*	361
			East-West:	560		*East-West:*	557
			SUM:	799		*SUM:*	918
	VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.612
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.433**			**0.512**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
84	North-South Street:	Cahuenga Blvd	East-West Street:	Fountain Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	28	0	28
	Left-Through		1			1	
	Through	476	0	273	693	0	**434**
	Through-Right		1			1	
	Right	22	0	273	63	0	434
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	0	18	38	0	**38**
	Left-Through		1			1	
	Through	899	0	**504**	639	0	427
	Through-Right		1			1	
	Right	72	0	504	63	0	427
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	0	**109**	108	0	108
	Left-Through		0			0	
	Through	225	0	352	500	0	**622**
	Through-Right		0			0	
	Right	18	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	38	0	38	24	0	**24**
	Left-Through		0			0	
	Through	442	0	**517**	375	0	443
	Through-Right		0			0	
	Right	37	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	516		*North-South:*	472
			East-West:	626		*East-West:*	646
			SUM:	1142		*SUM:*	1118
	VOLUME/CAPACITY *(V/C)* RATIO:			0.761			0.745
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.661**			**0.645**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
85	North-South Street:	Vine St	East-West Street:	Fountain Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	58	1	58
	Left-Through		0			0	
	Through	860	1	464	1161	1	**612**
	Through-Right		1			1	
	Right	67	0	67	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	1	27	62	1	**62**
	Left-Through		0			0	
	Through	1168	1	**614**	1048	1	550
	Through-Right		1			1	
	Right	59	0	59	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	81	1	81
	Left-Through		0			0	
	Through	221	0	249	487	0	**532**
	Through-Right		1			1	
	Right	28	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	63	1	**63**
	Left-Through		0			0	
	Through	432	0	**547**	337	0	428
	Through-Right		1			1	
	Right	115	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	661		*North-South:*	674
			East-West:	598		*East-West:*	595
			SUM:	1259		*SUM:*	1269
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.846
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.739**			**0.746**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
86	North-South Street:	Gower St	East-West Street:	Fountain Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	44	1	44
	Left-Through		0			0	
	Through	257	0	291	533	0	**556**
	Through-Right		1			1	
	Right	34	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	84	1	**84**
	Left-Through		0			0	
	Through	429	0	**503**	450	0	518
	Through-Right		1			1	
	Right	74	0	0	68	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	0	**74**	97	0	97
	Left-Through		0			0	
	Through	192	0	293	516	0	**640**
	Through-Right		0			0	
	Right	27	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	45	0	45	39	0	**39**
	Left-Through		0			0	
	Through	482	0	**564**	354	0	443
	Through-Right		0			0	
	Right	37	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	528		*North-South:*	640
			East-West:	638		*East-West:*	679
			SUM:	1166		*SUM:*	1319
	VOLUME/CAPACITY *(V/C)* RATIO:			0.777			0.879
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.677**			**0.779**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood			
87	North-South Street:	Highland Ave	East-West Street:	Lexington Ave	
	Scenario:	Existing with Construction Conditions			
	Count Date:	Year 2015 - 2016	Analyst:	GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	61	1	**61**
	Left-Through		0			0	
	Through	1184	2	407	965	2	368
	Through-Right		1			1	
	Right	38	0	38	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	39	1	39
	Left-Through		0			0	
	Through	1551	2	**539**	1362	2	**465**
	Through-Right		1			1	
	Right	67	0	67	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	**26**	27	0	27
	Left-Through		0			0	
	Through	53	0	118	197	0	**281**
	Through-Right		0			0	
	Right	39	0	0	57	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	52	0	52	20	0	**20**
	Left-Through		0			0	
	Through	132	0	**237**	64	0	104
	Through-Right		0			0	
	Right	53	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	559		*North-South:*	526
			East-West:	263		*East-West:*	301
			SUM:	822		*SUM:*	827
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.551
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.448**			**0.451**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
88	North-South Street:	Fairfax Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	99	1	99
	Left-Through		0			0	
	Through	678	2	339	843	2	**422**
	Through-Right		0			0	
	Right	87	1	0	159	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	77	1	**77**
	Left-Through		0			0	
	Through	930	1	**507**	676	1	391
	Through-Right		1			1	
	Right	84	0	84	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	245	1	245
	Left-Through		0			0	
	Through	353	1	204	1010	1	**536**
	Through-Right		1			1	
	Right	54	0	54	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	273	155	1	**155**
	Left-Through		0			0	
	Through	966	1	**510**	729	1	412
	Through-Right		1			1	
	Right	53	0	53	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	499
			East-West:	605		*East-West:*	691
			SUM:	1210		*SUM:*	1190
VOLUME/CAPACITY *(V/C)* RATIO:				0.880			0.865
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.780**			**0.765**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
89	North-South Street:	Gardner St	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	**12**	33	1	**33**
	Left-Through		0			0	
	Through	79	0	112	157	0	195
	Through-Right		1			1	
	Right	33	0	0	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	61	1	61
	Left-Through		0			0	
	Through	221	0	**294**	177	0	**251**
	Through-Right		1			1	
	Right	73	0	0	74	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	120	1	120
	Left-Through		0			0	
	Through	591	1	303	1150	1	**601**
	Through-Right		1			1	
	Right	14	0	14	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	42	1	**42**
	Left-Through		0			0	
	Through	1186	1	**620**	955	1	519
	Through-Right		1			1	
	Right	53	0	53	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	306		*North-South:*	284
			East-West:	690		*East-West:*	643
			SUM:	996		*SUM:*	927
	VOLUME/CAPACITY *(V/C)* RATIO:			0.664			0.618
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.564**			**0.518**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
90	North-South Street:	Formosa Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	**60**	118	0	**118**
	Left-Through		1			1	
	Through	8	0	68	29	0	147
	Through-Right		0			0	
	Right	26	1	0	116	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	12	0	12
	Left-Through		0			0	
	Through	48	0	**154**	55	0	**157**
	Through-Right		0			0	
	Right	97	0	0	90	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	35	1	35
	Left-Through		0			0	
	Through	821	1	445	1243	1	**677**
	Through-Right		1			1	
	Right	69	0	69	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	84	1	**84**
	Left-Through		0			0	
	Through	1253	1	**634**	924	1	470
	Through-Right		1			1	
	Right	14	0	14	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	214		*North-South:*	275
			East-West:	651		*East-West:*	761
			SUM:	865		*SUM:*	1036
	VOLUME/CAPACITY *(V/C)* RATIO:			0.607			0.727
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.507**			**0.627**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
91	North-South Street:	La Brea Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	**101**	103	1	103
	Left-Through		0			0	
	Through	678	2	253	916	2	**350**
	Through-Right		1			1	
	Right	82	0	82	135	0	135
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	91	1	**91**
	Left-Through		0			0	
	Through	1040	2	**395**	870	2	335
	Through-Right		1			1	
	Right	145	0	145	135	0	135
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	88	1	**88**	170	1	170
	Left-Through		0			0	
	Through	612	1	340	959	1	**541**
	Through-Right		1			1	
	Right	68	0	68	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	145	1	**145**
	Left-Through		0			0	
	Through	976	1	**521**	720	1	398
	Through-Right		1			1	
	Right	66	0	66	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	496		*North-South:*	441
			East-West:	609		*East-West:*	686
			SUM:	1105		*SUM:*	1127
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.704**			**0.720**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
92	North-South Street:	Highland Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	**38**	61	1	**61**
	Left-Through		0			0	
	Through	1083	3	361	911	3	304
	Through-Right		0			0	
	Right	93	1	0	219	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	80	1	80
	Left-Through		0			0	
	Through	1394	2	**528**	1203	2	**443**
	Through-Right		1			1	
	Right	191	0	191	125	0	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	**104**	144	1	144
	Left-Through		0			0	
	Through	827	1	432	1149	1	**595**
	Through-Right		1			1	
	Right	37	0	37	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	201	144	1	**144**
	Left-Through		0			0	
	Through	1070	1	**554**	919	1	499
	Through-Right		1			1	
	Right	37	0	37	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	566		*North-South:*	504
			East-West:	658		*East-West:*	739
			SUM:	1224		*SUM:*	1243
	VOLUME/CAPACITY *(V/C)* RATIO:			0.859			0.872
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.759**			**0.772**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
93	North-South Street:	Las Palmas Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	38	0	38
	Left-Through		0			0	
	Through	52	0	**97**	131	0	**255**
	Through-Right		0			0	
	Right	19	0	0	86	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	**49**	49	0	**49**
	Left-Through		0			0	
	Through	2	0	116	31	0	130
	Through-Right		0			0	
	Right	65	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	76	1	76
	Left-Through		0			0	
	Through	923	1	478	1284	1	**668**
	Through-Right		1			1	
	Right	32	0	32	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	98	1	**98**
	Left-Through		0			0	
	Through	1247	1	**645**	1003	1	542
	Through-Right		1			1	
	Right	42	0	42	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	146		*North-South:*	304
			East-West:	676		*East-West:*	766
			SUM:	822		*SUM:*	1070
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.448**			**0.613**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
94	North-South Street:	Wilcox Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	**23**	17	0	**17**
	Left-Through		0			0	
	Through	85	0	132	177	0	213
	Through-Right		0			0	
	Right	24	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	43	0	43
	Left-Through		0			0	
	Through	127	0	**256**	174	0	**284**
	Through-Right		0			0	
	Right	85	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	68	1	68
	Left-Through		0			0	
	Through	801	1	409	1265	1	**650**
	Through-Right		1			1	
	Right	17	0	17	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	19	1	**19**
	Left-Through		0			0	
	Through	1434	1	**727**	1143	1	594
	Through-Right		1			1	
	Right	20	0	20	45	0	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	279		*North-South:*	301
			East-West:	757		*East-West:*	669
			SUM:	1036		*SUM:*	970
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.647
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.547**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
95	North-South Street:	Cahuenga Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	0	**24**	34	0	**34**
	Left-Through		1			1	
	Through	381	0	247	570	0	372
	Through-Right		1			1	
	Right	16	0	247	37	0	372
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	35	0	35
	Left-Through		1			1	
	Through	718	0	**469**	636	0	**438**
	Through-Right		1			1	
	Right	177	0	469	99	0	438
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	0	**68**	116	0	116
	Left-Through		1			1	
	Through	753	1	581	1204	1	**950**
	Through-Right		0			0	
	Right	44	1	44	41	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	1	62	42	1	**42**
	Left-Through		0			0	
	Through	1267	1	**645**	1139	1	594
	Through-Right		1			1	
	Right	23	0	23	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	493		*North-South:*	472
			East-West:	713		*East-West:*	992
			SUM:	1206		*SUM:*	1464
	VOLUME/CAPACITY *(V/C)* RATIO:			0.804			0.976
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.704**			**0.876**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
96	North-South Street:	Vine St	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	74	1	74
	Left-Through		0			0	
	Through	953	2	477	1193	2	**597**
	Through-Right		0			0	
	Right	89	1	22	84	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	41	1	41	64	1	**64**
	Left-Through		0			0	
	Through	1148	1	**642**	1016	1	551
	Through-Right		1			1	
	Right	135	0	135	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	96	1	96
	Left-Through		0			0	
	Through	736	1	400	1150	1	**602**
	Through-Right		1			1	
	Right	64	0	64	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	135	83	1	**83**
	Left-Through		0			0	
	Through	1223	1	**632**	945	1	511
	Through-Right		1			1	
	Right	40	0	40	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	722		*North-South:*	661
			East-West:	693		*East-West:*	685
			SUM:	1415		*SUM:*	1346
	VOLUME/CAPACITY *(V/C)* RATIO:			0.943			0.897
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.843**			**0.797**
	LEVEL OF SERVICE (LOS):			**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
97	North-South Street:	Gower St	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	36	1	36
	Left-Through		0			0	
	Through	239	0	293	459	0	**540**
	Through-Right		1			1	
	Right	54	0	0	81	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	71	54	1	**54**
	Left-Through		0			0	
	Through	457	0	**491**	351	0	395
	Through-Right		1			1	
	Right	34	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	80	1	80
	Left-Through		0			0	
	Through	812	1	422	1206	1	**616**
	Through-Right		1			1	
	Right	32	0	32	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	191	1	191	91	1	**91**
	Left-Through		0			0	
	Through	1330	1	**683**	1165	1	613
	Through-Right		1			1	
	Right	35	0	35	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	518		*North-South:*	594
			East-West:	723		*East-West:*	707
			SUM:	1241		*SUM:*	1301
	VOLUME/CAPACITY *(V/C)* RATIO:			0.827			0.867
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.727**			**0.767**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
98	North-South Street:	Bronson Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	7	0	7
	Left-Through		0			0	
	Through	5	0	**16**	10	0	**25**
	Through-Right		0			0	
	Right	3	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	118	1	118
	Left-Through		0			0	
	Through	16	0	**162**	9	0	**123**
	Through-Right		1			1	
	Right	146	0	0	114	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	**69**	92	1	**92**
	Left-Through		0			0	
	Through	896	1	450	1131	1	579
	Through-Right		1			1	
	Right	3	0	3	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	28	1	28
	Left-Through		0			0	
	Through	1347	1	**702**	1193	1	**618**
	Through-Right		1			1	
	Right	56	0	56	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	178		*North-South:*	148
			East-West:	771		*East-West:*	710
			SUM:	949		*SUM:*	858
	VOLUME/CAPACITY *(V/C)* RATIO:			0.666			0.602
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.566**			**0.502**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
99	North-South Street:	Van Ness Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	272	0	374	441	0	**537**
	Through-Right		1			1	
	Right	102	0	0	96	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	446	0	**547**	400	0	477
	Through-Right		1			1	
	Right	101	0	0	77	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	51	1	51
	Left-Through		0			0	
	Through	828	1	484	1102	1	**606**
	Through-Right		1			1	
	Right	139	0	139	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	27	1	**27**
	Left-Through		0			0	
	Through	1265	1	**645**	1080	1	555
	Through-Right		1			1	
	Right	25	0	25	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	547		*North-South:*	537
			East-West:	675		*East-West:*	633
			SUM:	1222		*SUM:*	1170
	VOLUME/CAPACITY *(V/C)* RATIO:			0.815			0.780
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.715**			**0.680**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
100	North-South Street:	Wilton Pl	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	768	1	413	809	1	**440**
	Through-Right		1			1	
	Right	58	0	58	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	807	1	**440**	651	1	335
	Through-Right		1			1	
	Right	73	0	73	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	60	1	60
	Left-Through		0			0	
	Through	784	1	425	1023	1	**545**
	Through-Right		1			1	
	Right	65	0	65	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	91	1	**91**
	Left-Through		0			0	
	Through	987	1	**500**	1016	1	525
	Through-Right		1			1	
	Right	12	0	12	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	440		*North-South:*	440
			East-West:	537		*East-West:*	636
			SUM:	977		*SUM:*	1076
	VOLUME/CAPACITY *(V/C)* RATIO:			0.651			0.717
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.617**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
101	North-South Street:	Western Ave	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	62	1	**62**
	Left-Through		0			0	
	Through	792	2	396	873	2	437
	Through-Right		0			0	
	Right	120	1	29	229	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	95	1	95	73	1	73
	Left-Through		0			0	
	Through	940	1	**531**	949	1	**505**
	Through-Right		1			1	
	Right	122	0	122	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	88	1	88
	Left-Through		0			0	
	Through	748	2	374	941	2	**471**
	Through-Right		0			0	
	Right	64	1	0	63	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	176	1	**176**
	Left-Through		0			0	
	Through	975	1	**504**	985	1	525
	Through-Right		1			1	
	Right	33	0	33	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	617		*North-South:*	567
			East-West:	556		*East-West:*	647
			SUM:	1173		*SUM:*	1214
	VOLUME/CAPACITY *(V/C)* RATIO:			0.853			0.883
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.753**			**0.783**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
102	North-South Street:	US-101 SB On-ramp	East-West Street:	Santa Monica Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	0	92	108	0	108
	Left-Through		0			0	
	Through	23	0	**125**	34	0	**157**
	Through-Right		0			0	
	Right	10	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	11	0	**11**
	Left-Through		1			1	
	Through	723	1	380	890	1	478
	Through-Right		0			0	
	Right	371	1	371	336	1	336
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	51	46	1	46
	Left-Through		0			0	
	Through	1092	1	**567**	1199	1	**635**
	Through-Right		1			1	
	Right	42	0	42	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	125		*North-South:*	157
			East-West:	573		*East-West:*	646
			SUM:	698		*SUM:*	803
VOLUME/CAPACITY *(V/C)* RATIO:				0.465			0.535
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.365**			**0.435**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103

PROJECT TITLE: Crossroads Hollywood
North-South Street: US-101 NB Off-ramp East-West Street: Santa Monica Blvd
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	445	1	**261**	510	1	**334**
	Left-Through		0			0	
	Through	33	0	261	103	0	334
	Through-Right		0			0	
	Right	44	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	23	0	23
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	59	0	**79**	55	0	**78**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	9	1	**9**	19	1	19
	Left-Through		0			0	
	Through	785	2	393	964	2	**482**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	778	1	**407**	742	1	389
	Through-Right		1			1	
	Right	36	0	36	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	412
			East-West:	416		*East-West:*	482
			SUM:	756		*SUM:*	894
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.627
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.431**			**0.527**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave East-West Street: Willoughby Ave
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	53	1	**53**
	Left-Through		0			0	
	Through	1189	2	407	1125	2	388
	Through-Right		1			1	
	Right	33	0	33	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	32	64	1	64
	Left-Through		0			0	
	Through	1548	2	**544**	1375	2	**479**
	Through-Right		1			1	
	Right	85	0	85	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	0	**74**	119	0	119
	Left-Through		0			0	
	Through	91	0	213	307	0	**526**
	Through-Right		0			0	
	Right	48	0	0	100	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	100	0	100	60	0	**60**
	Left-Through		0			0	
	Through	308	0	**456**	144	0	249
	Through-Right		0			0	
	Right	48	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	597		*North-South:*	532
			East-West:	530		*East-West:*	586
			SUM:	1127		*SUM:*	1118
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.745
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.651**			**0.645**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105

PROJECT TITLE: Crossroads Hollywood
North-South Street: La Brea Ave East-West Street: Melrose Ave
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	97	1	97
	Left-Through		0			0	
	Through	1099	2	405	1295	2	**468**
	Through-Right		1			1	
	Right	117	0	117	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	48	40	1	**40**
	Left-Through		0			0	
	Through	1079	2	**416**	1030	2	376
	Through-Right		1			1	
	Right	170	0	170	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	73	1	73	112	1	112
	Left-Through		0			0	
	Through	873	1	**504**	953	1	**534**
	Through-Right		1			1	
	Right	135	0	135	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	212	1	**212**	187	1	**187**
	Left-Through		0			0	
	Through	1240	1	641	867	1	469
	Through-Right		1			1	
	Right	42	0	42	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	508
			East-West:	716		*East-West:*	721
			SUM:	1206		*SUM:*	1229
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.862
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.746**			**0.762**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
106	North-South Street:	Highland Ave	East-West Street:	Melrose Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	1	0	1
	Left-Through		1			1	
	Through	1135	0	**640**	1065	0	**623**
	Through-Right		1			1	
	Right	138	0	640	174	0	623
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	90	1	**90**
	Left-Through		0			0	
	Through	1182	2	591	1265	2	633
	Through-Right		0			0	
	Right	390	1	215	151	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	175	1	**175**	128	1	128
	Left-Through		0			0	
	Through	922	1	475	1094	1	**560**
	Through-Right		1			1	
	Right	28	0	28	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	1	259	256	1	**256**
	Left-Through		0			0	
	Through	1256	1	**645**	953	1	505
	Through-Right		1			1	
	Right	33	0	33	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	713
			East-West:	820		*East-West:*	816
			SUM:	1535		*SUM:*	1529
VOLUME/CAPACITY *(V/C)* RATIO:				1.077			1.073
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.977**			**0.973**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
107	North-South Street:	Vine St	East-West Street:	Melrose Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	99	1	99
	Left-Through		0			0	
	Through	1039	1	550	1163	1	**608**
	Through-Right		1			1	
	Right	60	0	60	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	93	82	1	**82**
	Left-Through		0			0	
	Through	1064	1	**583**	961	1	522
	Through-Right		1			1	
	Right	101	0	101	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	81	1	81
	Left-Through		0			0	
	Through	1022	1	539	1250	1	**668**
	Through-Right		1			1	
	Right	55	0	55	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	49	1	**49**
	Left-Through		0			0	
	Through	1090	1	**582**	1018	1	559
	Through-Right		1			1	
	Right	74	0	74	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	693		*North-South:*	690
			East-West:	635		*East-West:*	717
			SUM:	1328		*SUM:*	1407
VOLUME/CAPACITY *(V/C)* RATIO:				0.885			0.938
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.785**			**0.838**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
108	North-South Street:	Gower	East-West Street:	Melrose Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	336	1	**336**	480	1	**480**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	248	1	171	247	1	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	1	**154**	211	1	**211**
	Left-Through		0			0	
	Through	932	2	466	1151	2	576
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1108	1	**682**	964	1	**623**
	Through-Right		1			1	
	Right	255	0	255	282	0	282
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	336		*North-South:*	480
			East-West:	836		*East-West:*	834
			SUM:	1172		*SUM:*	1314
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.922
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.722**			**0.822**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Crossroads Hollywood		
109	North-South Street:	Western Ave	East-West Street:	Melrose Ave
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	62	1	**62**
	Left-Through		0			0	
	Through	1120	1	609	1035	1	562
	Through-Right		1			1	
	Right	97	0	97	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	76	90	1	90
	Left-Through		0			0	
	Through	1088	1	**617**	1117	1	**616**
	Through-Right		1			1	
	Right	145	0	145	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	**65**	120	1	120
	Left-Through		0			0	
	Through	1004	1	543	1127	1	**606**
	Through-Right		1			1	
	Right	81	0	81	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	68	1	**68**
	Left-Through		0			0	
	Through	1132	1	**585**	930	1	496
	Through-Right		1			1	
	Right	37	0	37	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	705		*North-South:*	678
			East-West:	650		*East-West:*	674
			SUM:	1355		*SUM:*	1352
	VOLUME/CAPACITY *(V/C)* RATIO:			0.903			0.901
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.803**			**0.801**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110

PROJECT TITLE: Crossroads Hollywood
North-South Street: Highland Ave East-West Street: Rosewood Ave
Scenario: Existing with Construction Conditions
Count Date: Year 2015 - 2016 Analyst: GTC Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	**28**	31	0	**31**
	Left-Through		1			1	
	Through	1380	0	802	1265	0	761
	Through-Right		1			1	
	Right	56	0	802	71	0	761
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	0	5	17	0	17
	Left-Through		1			1	
	Through	1549	0	**805**	1457	0	**790**
	Through-Right		1			1	
	Right	31	0	805	21	0	790
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	0	**29**	35	0	35
	Left-Through		0			0	
	Through	33	0	89	179	0	**235**
	Through-Right		0			0	
	Right	27	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	54	0	54	27	0	**27**
	Left-Through		0			0	
	Through	55	0	**115**	12	0	40
	Through-Right		0			0	
	Right	6	0	0	1	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	833		*North-South:*	821
			East-West:	144		*East-West:*	262
			SUM:	977		*SUM:*	1083
VOLUME/CAPACITY *(V/C)* RATIO:				0.651			0.722
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.551**			**0.622**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

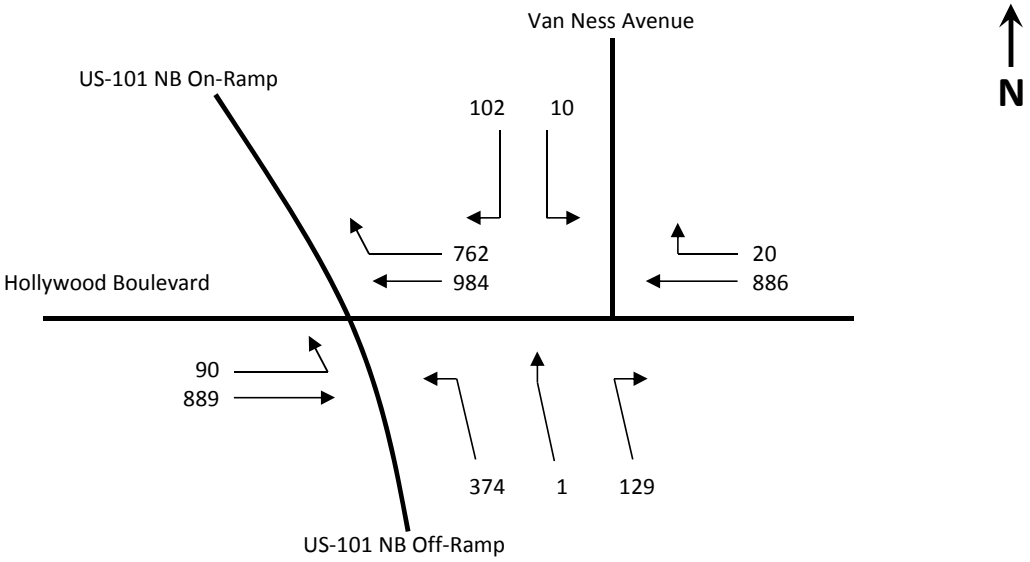
I/S #:	PROJECT TITLE:	Crossroads Hollywood		
111	North-South Street:	Highland Ave	East-West Street:	Beverly Blvd
	Scenario:	Existing with Construction Conditions		
	Count Date:	Year 2015 - 2016	Analyst: GTC	Date: 3/8/16

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**0**	3	0	0
	Left-Through		0			0	
	Through	1350	1	727	1265	1	**700**
	Through-Right		1			1	
	Right	103	0	103	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	0	2	0	**0**
	Left-Through		0			0	
	Through	1353	1	**762**	1291	1	697
	Through-Right		1			1	
	Right	170	0	170	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	1	**133**	119	1	119
	Left-Through		0			0	
	Through	970	1	501	1362	1	**685**
	Through-Right		1			1	
	Right	32	0	32	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	88	1	**88**
	Left-Through		0			0	
	Through	1188	1	**606**	1119	1	578
	Through-Right		1			1	
	Right	23	0	23	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	762		*North-South:*	700
			East-West:	739		*East-West:*	773
			SUM:	1501		*SUM:*	1473
	VOLUME/CAPACITY *(V/C)* RATIO:			1.053			1.034
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.953**			**0.934**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Construciton Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	90			and	
Westbound Throughs:	984 / 2	=	492	or	
Westbound Rights:	762				or
Eastbound Throughs:	889 / 2	=	445		
Critical Volume #1 (CV1):	**852**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	374	*	0.55	=	206		or
Northbound Throughs + Rights:	1	+	129	=	130		
Critical Volume #2 (CV2):	**206**						

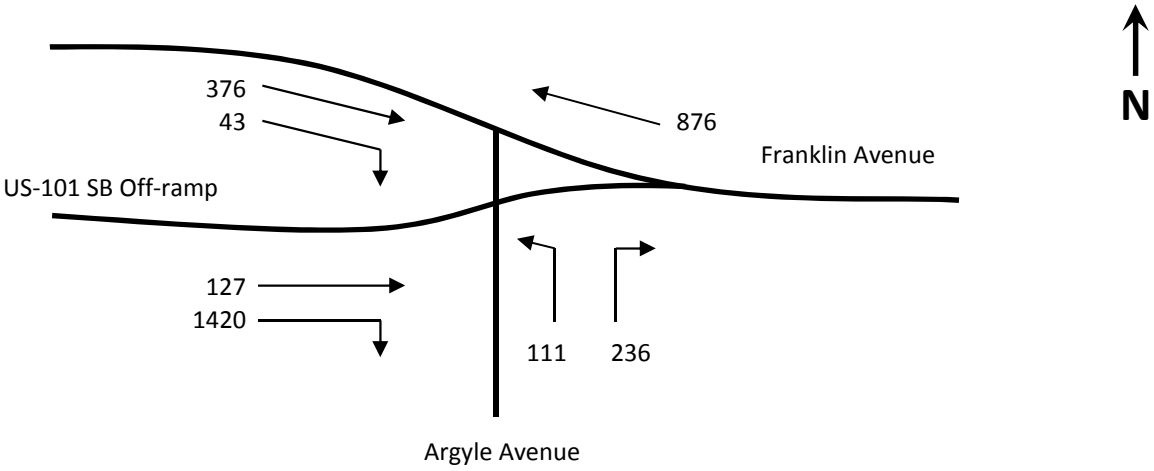
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	10	or
Southbound Rights:	102	
Critical Volume #3 (CV3):	**102**	

Critical Volume:	852	+	206	+	102	=	**1,160**
Intersection V/C:	1,160 / 1,425	=	**0.814**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.714**				**Intersection LOS:**		**C**

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Construciton Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{876}{2} = 438$ or

Eastbound Through (Franklin): $\frac{376}{2} = 188$ or

Eastbound Through (US-101): 127

Critical Volume #1 (CV1): **438**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{111 + 236}{2} = \frac{347}{2} = 174$ or

Northbound Right: 236 or

Eastbound Right (Franklin): 43

Critical Volume #2 (CV2): **174**

Critical Volume: 438 + 174 = **612**

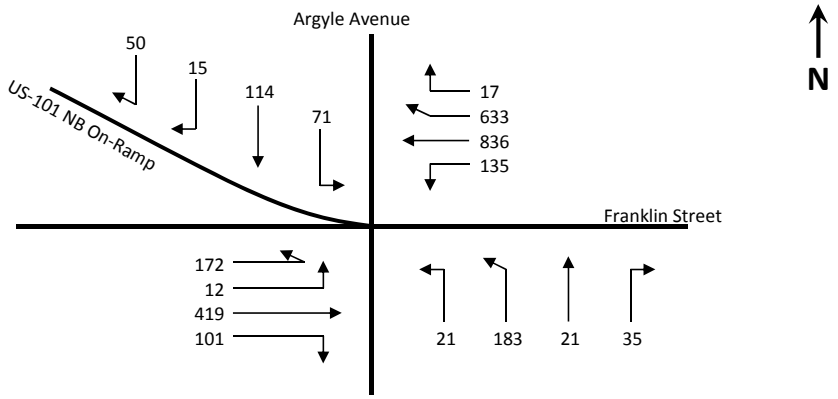
Intersection V/C: $\frac{612}{1500} =$ **0.408**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.308** **Intersection LOS:** **A**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Construciton Conditions - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

172 + 12 = 184 and

Westbound Throughs + Rights:

$$\frac{836 + \frac{633}{2} + 17}{} = \frac{1486}{2} = 743 \quad \text{or}$$

Westbound Rights: 633 + 17 = 650 or

Westbound Lefts: 135 and

Eastbound Throughs: $\frac{419}{2} = 210$ or

Eastbound Rights: 101

Critical Volume #1 (CV1): **927**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{21 + \frac{183}{2} + 21}{} = \frac{225}{2} = 113 \quad \text{or}$$

Northbound Rights: 35 - 0.5*WBL = 0

Critical Volume #2 (CV2): **113**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 71 or

Southbound Throughs + Rights:

$$\frac{114 + \frac{15}{2} + 50}{} = \frac{179}{2} = 90 \quad \text{or}$$

Southbound Rights: 15 + 50 = 65

Critical Volume #3 (CV3): **90**

Critical Volume: 927 + 113 + 90 = **1130**

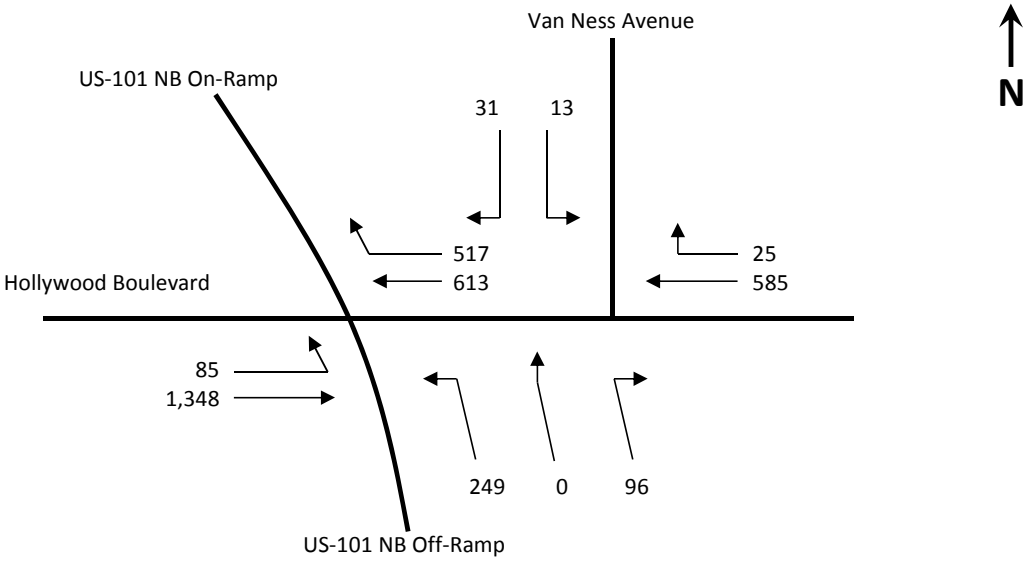
Intersection V/C: $\frac{1130}{1375} = \mathbf{0.822}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.722 **Intersection LOS: C**

Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Construction Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	85			and	
Westbound Throughs:	613 / 2	=	307	or	
Westbound Rights:	517				or
Eastbound Throughs:	1,348 / 2	=	674		
Critical Volume #1 (CV1):	**674**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	249	*	0.55	=	137		or
Northbound Throughs + Rights:	0	+	96	=	96		
Critical Volume #2 (CV2):	**137**						

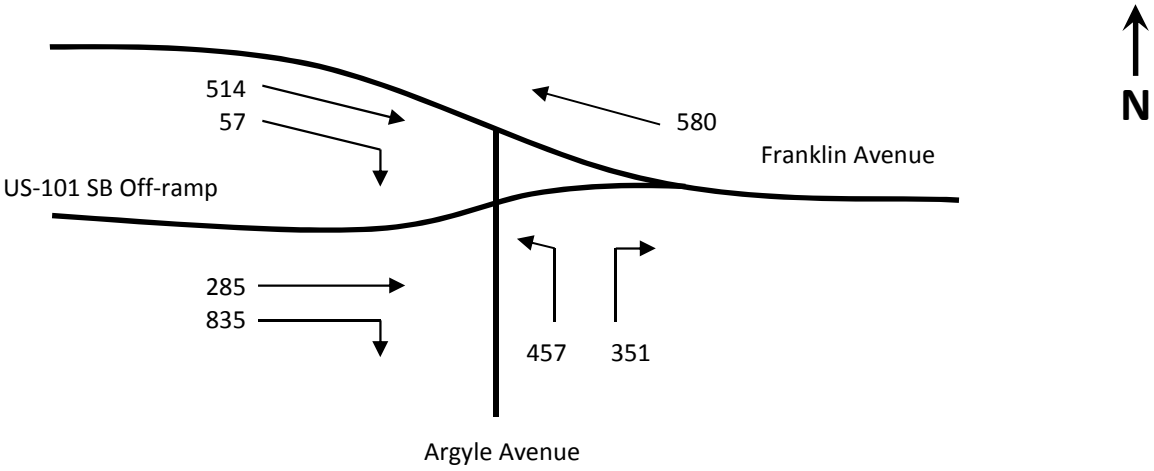
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	13	or
Southbound Rights:	31	
Critical Volume #3 (CV3):	**31**	

Critical Volume:	674	+	137	+	31	=	**842**	
Intersection V/C:	842 / 1,425	=	**0.591**					
ATSAC/ATCS Credit:	0.10							
Final intersection V/C:	**0.491**					**Intersection LOS:**		**A**

Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Construction Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{580}{2} = 290$ or

Eastbound Through (Franklin): $\frac{514}{2} = 257$ or

Eastbound Through (US-101): 285

Critical Volume #1 (CV1): **290**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{457 + 351}{2} = \frac{808}{2} = 404$ or

Northbound Right: 351 or

Eastbound Right (Franklin): 57

Critical Volume #2 (CV2): **404**

Critical Volume: 290 + 404 = **694**

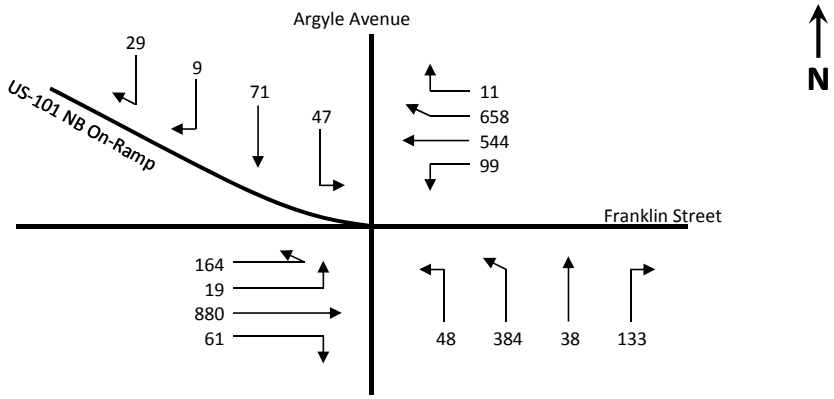
Intersection V/C: $\frac{694}{1500} = \mathbf{0.463}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.363** **Intersection LOS:** **A**

Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Construction Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

164 + 19 = 183 and

Westbound Throughs + Rights:

$$\frac{544 + \frac{658}{2} + 11}{} = \frac{1213}{2} = 607 \quad \text{or}$$

Westbound Rights: 658 + 11 = 669 or

Westbound Lefts: 99 and

Eastbound Throughs: $\frac{880}{2} = 440$ or

Eastbound Rights: 61

Critical Volume #1 (CV1): **852**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{48 + \frac{384}{2} + 38}{} = \frac{470}{2} = 235 \quad \text{or}$$

Northbound Rights: 133 - 0.5*WBL = 83

Critical Volume #2 (CV2): **235**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 47 or

Southbound Throughs + Rights:

$$\frac{71 + \frac{9}{2} + 29}{} = \frac{109}{2} = 55 \quad \text{or}$$

Southbound Rights: 9 + 29 = 38

Critical Volume #3 (CV3): **55**

Critical Volume: 852 + 235 + 55 = **1142**

Intersection V/C: $\frac{1142}{1375} = \mathbf{0.831}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.731 **Intersection LOS: C**

Appendix O.2

Los Angeles Department of Transportation
Assessment of the Traffic Study

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6701 W. Sunset Bl
DOT Case No. CEN 15-43805

Date: October 11, 2016

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED CROSSROADS HOLLYWOOD MIXED-USE DEVELOPMENT LOCATED AT**

The Department of Transportation (DOT) has reviewed the traffic analysis dated June 2016 prepared by Gibson Transportation Consultant Inc., for the proposed mixed-use development (Crossroads Hollywood) located at 1540-1552 Highland Avenue, 6700-6760 Selma Avenue, 1543-1553 McCadden Place, 1542-1546 McCadden Place, 1501-1573 Las Palmas Avenue, 1500-1570 Las Palmas Avenue, 1600-1608 Las Palmas Avenue and 6665-6713 ½ Sunset Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study included the detailed analysis of 123 intersections, including 111 signalized and 12 unsignalized. Based on DOT's traffic impact criteria[1], twenty two (22) of the study signalized intersections in the traffic analysis are expected to be significantly impacted by the project-related traffic, are summarized in **Attachments 1**. The results of the traffic analysis which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to redevelop a project site that consists of 29 individual parcels across four city blocks. The project will retain, preserve and rehabilitate Crossroads of the World a designated city cultural-historic monument and demolish all existing uses on the project site that includes approximately 172,573 square feet of floor area, a total of 84 residential dwelling units, 79,107 square feet of office space, 26,690 square feet of retail space, 475 square feet of restaurant space and surface parking lots.

The project would consist of mixed use buildings that include 760 apartment units, 190 condominiums, 308 hotel rooms, approximately 95,000 square feet of office space, approximately 61,750 square feet of commercial/retail space, approximately 40,000 square feet of supermarket space, approximately 41,600 square feet of quality

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

restaurant space and approximately 41,600 square feet of high-turnover restaurant space as illustrated in the conceptual site plan in **Attachment 2**.

The project site has been grouped into four project areas referred to as developmental parcels A, B, C and D.

- Development Parcel A consist of an approximately 348,500 square foot 32 stories high-rise structure that includes 308 hotel rooms, ancillary meeting rooms, a lobby lounge and bar, rooftop bar and lounge, and ground floor commercial/retail/restaurant space.

- Development Parcel B would construct four mixed-used residential buildings with ground-floor commercial/retail/restaurant space. Building B1 is a 30 stories high-rise structure that would consist of 190 condominiums units and ground-floor commercial/retail/restaurant space. Building B2 is 6 stories that would consist of 70 apartment units and ground-floor commercial/ retail/restaurant space. Building B3 is a 32-stories high-rise structure that would consist of 489 apartment units and ground floor commercial/ retail/restaurant space. Building B4 is 6 stories that would consist of a mezzanine floor, 123 apartment units and ground-floor commercial/ retail/restaurant space.

- Development Parcel C would construct two mixed-used buildings with office/retail space. Building C1 is 3 stories that would consist of approximately 50,000 square feet of office space, approximately 40,000 square feet of supermarket space and ground-floor commercial/retail/restaurant space. Building C2 is two stories that would consist of approximately 45,000 square feet of office space and commercial/retail/restaurant space. The Crossroads of the World complex consisting of approximately 68,000 feet of office and retail would be retained, preserved and rehabilitated as part of the project.

- Development Parcel D would construct one mixed-used residential building with ground-floor commercial/retail/restaurant space. The building is a 6 stories that would consist of 78 apartment units and ground-floor commercial/ retail/restaurant space.

The Project will provide vehicular and pedestrian circulation improvements. The project proposes to establish a new pedestrian passageway that would extend diagonally from Sunset Boulevard fronting Crossroads of the World to the intersection of Selma Avenue & McCadden Place. Vehicular access to the subterranean parking garages would be provided via one driveway on Selma Avenue, one driveway on Highland Avenue, two driveways on McCadden Place and four driveways on Las Palmas Avenue. Loading areas and a valet drop-off area will be along Las Palmas Avenue for commercial uses and along McCadden Place and Selma Avenue for hotel uses. The project is expected to be completed by 2022.

B. Trip Generation

The project is estimated to generate 15,005 daily trips, a net increase of 879 trips in the a.m. peak hour, and a net increase of 1,283 trips in the p.m. peak. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. These trip

generation rates are typically derived from surveys of similar land use developments but in areas with little to no transit service. Therefore, DOT's traffic study guidelines allow projects to reduce their total trip generation with trip credits to account for potential transit usage to and from the site. A copy of the trip generation table can be found in **Attachment 3**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would result in significant traffic impacts on the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the project included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses.

D. Traffic Impacts

The study estimates that the project would result in significant traffic impacts (pre-mitigation) at the following intersections:

1. Cahuenga Boulevard and Franklin Avenue (a.m. and p.m. peak hours)
2. Cahuenga Boulevard and Hollywood Boulevard (a.m. and p.m. peak hours)
3. Cahuenga Boulevard and Santa Monica Boulevard (a.m. and p.m. peak hours)
4. Cahuenga Boulevard and Sunset Boulevard (a.m. and p.m. peak hours)
5. Gower Street and Santa Monica Boulevard (a.m. and p.m. peak hours)
6. Gower Street and Sunset Boulevard (p.m. peak hour)
7. Highland Avenue and Franklin Avenue (North) (p.m. peak hour)
8. Highland Avenue and Hollywood Boulevard (a.m. and p.m. peak hours)
9. Highland Avenue and Santa Monica Boulevard (a.m. and p.m. peak hours)
10. Highland Avenue and Sunset Boulevard (a.m. and p.m. peak hours)
11. La Brea Avenue and Fountain Avenue (a.m. peak hour)
12. La Brea Avenue and Hollywood Boulevard (a.m. and p.m. peak hours)
13. La Brea Avenue and Santa Monica Boulevard (a.m. and p.m. peak hours)
14. La Brea Avenue and Sunset Boulevard (a.m. and p.m. peak hours)
15. Las Palmas Avenue and Sunset Boulevard (p.m. peak hour)
16. Van Ness Avenue and Santa Monica Boulevard (p.m. peak hour)
17. Van Ness Avenue and Sunset Boulevard (p.m. peak hour)
18. Vine Street and Fountain Avenue (p.m. peak hours)
19. Vine Street and Hollywood Boulevard (a.m. and p.m. peak hours)
20. Vine Street and Santa Monica Boulevard (a.m. and p.m. peak hours)
21. Vine Street and Sunset Boulevard (a.m. and p.m. peak hours)
22. Western Avenue and Santa Monica Boulevard (p.m. peak hours)

The transportation mitigation program (described below) partially or fully reduces these impacts (see **Attachment 4**). However, the remaining impact intersections would be considered significant and unmitigated after the implementation of the proposed mitigation program. The intersections expected to experience unmitigated impacts are:

1. Highland Avenue and Hollywood Boulevard
2. La Brea Avenue and Sunset Boulevard
3. Highland Avenue and Sunset Boulevard
4. Cahuenga Boulevard and Sunset Boulevard
5. Vine Street and Sunset Boulevard
6. Las Palmas Avenue and Sunset Boulevard

Physical traffic mitigation improvement options at these impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible mitigations were identified due to the constraints of the existing physical conditions. Although a physical improvement was identified at the intersection of Las Palmas Avenue and Sunset Boulevard in the Traffic Study, the improvement is neither recommended nor desirable as it conflicts with adopted plans and policies. With the recent adoption of Vision Zero, Mobility Plan 2035 and Complete Streets Design Guide the roadway width has been set along the majority of arterials in Hollywood. Street widening was not an option either due to these new standards, or since it was not considered practical nor desirable to widen the street at the expense of reduced sidewalk widths or the loss of on-street parking spaces.

PROJECT REQUIREMENTS

A. Traffic Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation first focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

1. **Transportation Demand Management (TDM)**

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- Transportation Information Center, educational programs, kiosks and/or other measures;
- Provide a Transportation Management Office (TMO) with a TDM coordinator;
- Promote and support of carpools and rideshare;

- Bicycle amenities such as racks and showers;
- Guaranteed ride home program for employees;
- Flexible or alternative work schedules;
- Incentives for using alternative travel modes;
- Parking incentives and administrative support for formation of carpools/vanpools;
- Mobility hub support;
- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the project area;
- Participation as a member in the future Hollywood Community TMO, when operational;
- Contribute a one-time fixed fee contribution of **$200,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project;

DOT recommends that the TDM program also include the following:

- Space on-site for a future bicycle hub (requires coordination with DOT to assess location for potential integration in a City bike-share program and to determine actual space requirements);
- Execute a Covenant and Agreement to ensure that the TDM program will be maintained;

2. **Transportation Systems Management (TSM) Improvements**
The project would contribute up to **$200,000** toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area.

LADOT's ATSAC Section has identified the need to replace existing Multi-Mode video fiber/fiber optic cables with approximately 30,000 feet of high-capacity Single-mode data cables in existing conduits and upgrade eight closed-circuit television (CCTV) cameras/equipment in the Hollywood area. The new cables would be installed from an ATSAC hub located at Wilcox Avenue & De Longpre Avenue to Franklin Avenue/Highland Avenue, to Hollywood Boulevard/Highland Avenue, to the Hollywood Bowl/Highland Avenue and to Hollywood Boulevard/Vine Street. These cables would provide the network capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Hollywood. Collectively, these TSM improvements provide a system wide benefit by reducing delays experienced by motorists at study intersections.

Should the project be approved, then a final determination on how to implement these video fiber/fiber optic upgrades will be made by DOT prior to the issuance of the first building permit. These video fiber/fiber optic upgrades will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **$200,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **$200,000** to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these video fiber/fiber optic improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

3. **Transit System Improvements**
Transit system improvements are aimed at enhancing and improving service between the existing transit service and the developmental study area to reduce peak hour trips. An analysis was conducted to determine potential transit improvements to the existing transportation system servicing the project site. To mitigate the significant traffic impacts at the study intersections associated with construction of the project, LADOT has asked the project applicant to contribute a fixed fee of **$1,330,864** to a trust fund to be administered by LADOT for the implementation of alternative transportation modes. The funding may include purchase and/or operation of additional transit services as a means to improve existing transit service in the project vicinity. For the purpose of this study, it was assumed that the transit system improvements would be focused along the Hollywood Boulevard and Santa Monica Boulevard corridors. LADOT's Transit Section proposed the rough estimate for the total expenses amount for the DASH Hollywood route; $865,386 to purchase one 35 foot zero emissions bus, $100,000 maintenance cost expenses for three years, $262,800 driver salary expenses for three years and $102,678 fuel expenses for three years.

In accordance with the project's transportation mitigation plan, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy, DOT must receive the total transit system improvement funds from the project applicant.

B. Voluntary Pedestrian Safety Enhancements
The City of Los Angeles provides various methods for safety enhancement of Pedestrian Crossings throughout the city. As part of the comprehensive response to pedestrian safety, LADOT's Vision Zero section proposes the installation of three new Rectangular Rapid Flash Beacon (RRFB) System at three locations:

1. La Brea Avenue and De Longpre Avenue
2. Gower Street and Lexington Avenue
3. Cahuenga Boulevard and Warning Avenue

The project applicant has offered to fund the approximate cost of **$450,000** for the three RRFB systems.

C. Implementation of Improvements and Mitigation Measures
For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal

equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic signal equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant. In the event the originally proposed mitigation measures become infeasible, substitute mitigation measures of an equivalent cost may be provided subject to approval by DOT, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant impact.

D. Traffic Signal Warrant Analysis

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. When choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan, or that can facilitate pedestrian access should be identified. This traffic study included four traffic signal warrant analysis for the intersections of Cahuenga Boulevard and US 101 Southbound Off-Ramp (am peak hour), Gower Street and US 101 Southbound Off-Ramp/Yucca Street (am peak hour), Las Palmas Avenue and Selma Avenue (am and pm peak hours) and Wilton Place and US 101 Northbound Off-Ramp/Harold Way (am peak hour). According to the analysis, a traffic signal at Gower Street and US 101 Southbound Off-Ramp/Yucca Street and Las Palmas Avenue and Selma Avenue is warranted as it satisfies the peak hour warrant for a signal based on future projected traffic volumes. However, the satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered.

The installation of a traffic signal at the intersection of Gower Street and US 101 Southbound Off-Ramp/Yucca Street is planned as part of another development project. For the intersection of Las Palmas Avenue and Selma Avenue, after the project has been operational for one year DOT has recommended the applicant to conduct new traffic counts and to perform a traffic signal warrant analysis. If deemed warranted by DOT, the design and construction of the traffic signal would be required of the applicant. DOT's Hollywood District Office will issue a Traffic Control Report (TCR) authorizing the installation of the traffic signal that is warranted per DOT's requirements. The traffic signal warrant analysis shall be prepared pursuant to section 353 of DOT's Manual of Policies and Procedures and submitted to DOT for review.

E. Neighborhood Traffic Management (NTM) Plan

According to the residential street impact analysis included in the traffic study, six neighborhoods were identified according to DOT's criteria that may be subject to significant neighborhood intrusion impacts by project related traffic. A local

residential street is considered to be impacted based on an increase in the average daily traffic volumes. The objective of the residential street impact analysis is to determine the potential for cut-through traffic impacts on a residential street that can result from the project. Cut-through trips are measured as vehicles that bypass a congested arterial by instead opting to travel along a residential street. These local street impacts are typically mitigated through the implementation of neighborhood traffic calming measures such as installing speed humps. The traffic study identified six neighborhood boundaries that can potentially experience increases in cut-through traffic.

1. Franklin Avenue to the north, Highland Avenue to the east, Sunset Boulevard to the south, and La Brea Avenue to the west.
2. Franklin Avenue to the north, Cahuenga Boulevard to the east, Sunset Boulevard to the south, and Highland Avenue to the west.
3. Sunset Boulevard to the north, La Brea Avenue to the east, Santa Monica Boulevard to the south, and Gardner Street to the west.
4. Sunset Boulevard to the north, Highland Avenue to the east, Santa Monica to the south, and La Brea Avenue to the west.
5. Sunset Boulevard to the north, Vine Street to the east, Santa Monica Boulevard to the south, and Highland Avenue to the west.
6. Sunset Boulevard to the north, Van Ness Avenue to the east, Santa Monica Boulevard to the south, and Vine Street to the west.

The applicant has offered up to **$500,000** to fund any necessary NTM measures within these six neighborhood boundaries. This amount, which is commensurate with the size of the project and with the level of residential street impacts that are expected, is acceptable to DOT. Working within this budget, it would be the applicant's responsibility to coordinate with DOT, the affected neighborhood residents, and the local City Council office to design and implement NTM measures approved by DOT and supported by stakeholders.

The applicant should submit a NTM Implementation Plan to DOT that sets key milestones and identifies a proposed process in developing a NTM plan for the six identified neighborhoods. This implementation plan should be formalized through an agreement between the applicant and DOT prior to the issuance of the first building permit for this project. The agreement should include a funding guarantee, an outreach process and budget for each of the identified neighborhoods, selection and approval criteria for any evaluated NTM measures, and an implementation phasing plan. The final NTM plan, if consensus is reached among the stakeholders, should be completed to the satisfaction of DOT and should consider and evaluate neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit. It would be the applicant's responsibility to implement any approved NTM measures through the Bureau of Engineering's B-permit process.

F. Highway Dedication and Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to

revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element **Sunset Boulevard and Highland Avenue** have been redesignated an Avenue I (Major Highway Class II) that would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Las Palmas Avenue, McCadden Place and Selma Avenue** will continue to be designated Local Streets that would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

G. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours, to the extent feasible.

H. Parking Requirements

Vehicle and bicycle parking for the project would be on-site in subterranean parking garages. The developer should check with the Department of Building and Safety on the number of parking spaces required.

I. Project Access

As previously stated above, the project proposes to provide vehicular access via eight driveways. Vehicular access to the subterranean parking garages will be provided via full access driveways along Selma Avenue, McCadden Place and Las Palmas Avenue. A secondary hotel driveway accommodating right-turn only egress movements would be provided on Highland Avenue. A truck loading area would be accessed via a driveway on Las Palmas Avenue for commercial uses and a driveway on McCadden Place for hotel uses. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways. If delivery trucks are expected during peak hours a dock manager shall be available on-site to facilitate efficient use of the loading dock.

J. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 2** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

K. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eduardo Hermoso of my staff at (213) 972-8473.

Attachments

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c: Chris Robertson, Council District No. 13
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Sarah M. Drobis, Gibson Transportation Consultant, Inc.

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Caheuenga Blvd East &	AM	0.615	B	0.620	B	0.005	NO
	Pilgrimage Bridge	PM	0.683	B	0.687	B	0.004	NO
2.	Highland Ave / US-101 NB On-ramp &	AM	0.536	A	0.543	A	0.007	NO
	Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	PM	0.659	B	0.668	B	0.009	NO
3.	US-101 NB Off-ramp &	AM	0.409	A	0.415	A	0.006	NO
	Cahuenga Blvd	PM	0.840	D	0.846	D	0.006	NO
4.	Highland Ave &	AM	0.753	C	0.759	C	0.006	NO
	Odin St	PM	0.723	C	0.730	C	0.007	NO
5.	Odin St &	AM	0.478	A	0.480	A	0.002	NO
	Cahuenga Blvd	PM	0.847	D	0.854	D	0.007	NO
6.	Highland Ave &	AM	0.702	C	0.710	C	0.008	NO
	Camrose Dr / Milner Rd	PM	0.757	C	0.767	C	0.010	NO
7.	Cahuenga Blvd &	AM	0.400	A	0.409	A	0.009	NO
	US-101 NB Off-ramp	PM	0.731	C	0.742	C	0.011	NO
8.	La Brea Ave &	AM	0.631	B	0.637	B	0.006	NO
	Franklin Ave	PM	0.532	A	0.538	A	0.006	NO
9.	Outpost Dr &	AM	0.715	C	0.717	C	0.002	NO
	Franklin Ave	PM	0.548	A	0.553	A	0.005	NO
10.	Orange Dr &	AM	0.542	A	0.545	A	0.003	NO
	Franklin Ave	PM	0.641	B	0.644	B	0.003	NO
11.	Orchid Ave &	AM	0.462	A	0.462	A	0.000	NO
	Franklin Ave	PM	0.424	A	0.424	A	0.000	NO
12.	Highland Ave &	AM	1.160	F *	1.160	F *	0.000	NO
	Franklin Ave (South)	PM	0.892	F *	0.892	F *	0.000	NO
13.	Highland Ave &	AM	1.046	F *	1.054	F *	0.008	NO
	Franklin Ave (North)	PM	0.976	F *	0.987	F *	0.011	**YES**
14.	Whitley Ave &	AM	0.705	C	0.710	C	0.005	NO
	Franklin Ave	PM	0.691	B	0.703	C	0.012	NO
15.	Wilcox Ave &	AM	0.907	E	0.913	E	0.006	NO
	Franklin Ave	PM	0.698	B	0.712	C	0.014	NO
16.	Cahuenga Blvd &	AM	1.073	F	1.085	F	0.012	**YES**
	Franklin Ave	PM	0.992	E	1.014	F	0.022	**YES**
17.	Vine St &	AM	0.363	A	0.368	A	0.005	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.437	A	0.444	A	0.007	NO
18.	Argyle Ave / US-101 NB On-ramp &	AM	0.869	D	0.877	D	0.008	NO
	Franklin Ave	PM	0.909	E	0.915	E	0.006	NO
19.	Gower St &	AM	0.678	B	0.685	B	0.007	NO
	Franklin Ave	PM	0.761	C	0.775	C	0.014	NO
20.	Beachwood Dr &	AM	0.694	B	0.699	B	0.005	NO
	Franklin Ave	PM	0.682	B	0.691	B	0.009	NO
21.	Bronson Ave &	AM	0.660	B	0.664	B	0.004	NO
	Franklin Ave	PM	0.783	C	0.788	C	0.005	NO
22.	Wilton Pl &	AM	0.589	A	0.591	A	0.002	NO
	Franklin Ave	PM	0.710	C	0.714	C	0.004	NO
23.	Western Ave &	AM	0.932	E	0.934	E	0.002	NO
	Franklin Ave	PM	0.829	D	0.831	D	0.002	NO
24.	Highland Ave &	AM	0.474	A	0.483	A	0.009	NO
	Johnny Grant Way / Yucca St	PM	0.487	A	0.501	A	0.014	NO
25.	Cahuenga Blvd &	AM	0.591	A	0.601	B	0.010	NO
	Yucca St	PM	0.701	C	0.713	C	0.012	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
26.	Ivar Ave &	AM	0.249	A	0.249	A	0.000	NO
	Yucca St	PM	0.315	A	0.317	A	0.002	NO
27.	Vine St &	AM	0.583	A	0.587	A	0.004	NO
	Yucca St	PM	0.594	A	0.601	B	0.007	NO
28.	Argyle Ave &	AM	0.259	A	0.261	A	0.002	NO
	Yucca St	PM	0.427	A	0.430	A	0.003	NO
29.	Gower St &	AM	0.372	A	0.374	A	0.002	NO
	Carlos Ave	PM	0.294	A	0.298	A	0.004	NO
30.	Laurel Canyon Blvd &	AM	0.562	A	0.565	A	0.003	NO
	Hollywood Blvd	PM	0.776	C	0.784	C	0.008	NO
31.	Fairfax Ave &	AM	1.054	F	1.054	F	0.000	NO
	Hollywood Blvd	PM	0.924	E	0.927	E	0.003	NO
32.	Nichols Canyon Rd / Genessee Ave &	AM	0.761	C	0.763	C	0.002	NO
	Hollywood Blvd	PM	0.597	A	0.599	A	0.002	NO
33.	Gardner St &	AM	0.553	A	0.560	A	0.007	NO
	Hollywood Blvd	PM	0.555	A	0.565	A	0.010	NO
34.	Fuller Ave &	AM	0.639	B	0.645	B	0.006	NO
	Hollywood Blvd	PM	0.596	A	0.605	B	0.009	NO
35.	La Brea Ave &	AM	1.128	F *	1.139	F *	0.011	**YES**
	Hollywood Blvd	PM	0.925	F *	0.938	F *	0.013	**YES**
36.	Orange Dr &	AM	0.413	A	0.428	A	0.015	NO
	Hollywood Blvd	PM	0.423	A	0.447	A	0.024	NO
37.	Highland Ave &	AM	0.948	F *	0.978	F *	0.030	**YES**
	Hollywood Blvd	PM	0.814	F *	0.833	F *	0.019	**YES**
38.	Las Palmas Ave &	AM	0.477	A	0.506	A	0.029	NO
	Hollywood Blvd	PM	0.609	B	0.687	B	0.078	NO
39.	Cherokee Ave &	AM	0.480	A	0.491	A	0.011	NO
	Hollywood Blvd	PM	0.365	A	0.385	A	0.020	NO
40.	Whitley Ave &	AM	0.497	A	0.509	A	0.012	NO
	Hollywood Blvd	PM	0.398	A	0.420	A	0.022	NO
41.	Wilcox Ave &	AM	0.652	B	0.664	B	0.012	NO
	Hollywood Blvd	PM	0.650	B	0.673	B	0.023	NO
42.	Cahuenga Blvd &	AM	0.941	F *	0.959	F *	0.018	**YES**
	Hollywood Blvd	PM	0.668	F *	0.691	F *	0.023	**YES**
43.	Ivar Ave &	AM	0.608	B	0.617	B	0.009	NO
	Hollywood Blvd	PM	0.563	A	0.577	A	0.014	NO
44.	Vine St &	AM	0.864	F *	0.878	F *	0.014	**YES**
	Hollywood Blvd	PM	0.842	F *	0.864	F *	0.022	**YES**
45.	Argyle Ave &	AM	0.596	A	0.607	B	0.011	NO
	Hollywood Blvd	PM	0.630	B	0.651	B	0.021	NO
46.	Gower St &	AM	0.763	C	0.777	C	0.014	NO
	Hollywood Blvd	PM	0.727	C	0.756	C	0.029	NO
47.	Bronson Ave &	AM	0.682	B	0.698	B	0.016	NO
	Hollywood Blvd	PM	0.711	C	0.723	C	0.012	NO
48.	US-101 SB Ramps &	AM	0.732	C	0.739	C	0.007	NO
	Hollywood Blvd	PM	0.613	B	0.619	B	0.006	NO
49.	US-101 NB Ramps / Van Ness Ave &	AM	0.856	D	0.861	D	0.005	NO
	Hollywood Blvd	PM	0.629	B	0.643	B	0.014	NO
50.	Wilton Pl &	AM	0.896	D	0.901	E	0.005	NO
	Hollywood Blvd	PM	0.928	E	0.934	E	0.006	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
51.	Western Ave &	AM	0.885	D	0.891	D	0.006	NO
	Hollywood Blvd	PM	0.903	E	0.908	E	0.005	NO
52.	La Brea Ave &	AM	0.447	A	0.447	A	0.000	NO
	Hawthorn Ave (North)	PM	0.471	A	0.471	A	0.000	NO
53.	La Brea Ave &	AM	0.554	A	0.554	A	0.000	NO
	Hawthorn Ave (South)	PM	0.495	A	0.495	A	0.000	NO
54.	Highland Ave &	AM	0.525	A	0.584	A	0.059	NO
	Selma Ave	PM	0.427	A	0.563	A	0.136	NO
55.	Wilcox Ave &	AM	0.291	A	0.362	A	0.071	NO
	Selma Avenue	PM	0.493	A	0.563	A	0.070	NO
56.	Caheuenga Blvd &	AM	0.464	A	0.540	A	0.076	NO
	Selma Ave	PM	0.554	A	0.621	B	0.067	NO
57.	Vine St &	AM	0.629	B	0.661	B	0.032	NO
	Selma Ave	PM	0.621	B	0.647	B	0.026	NO
58.	Crescent Heights Blvd &	AM	0.835	D	0.844	D	0.009	NO
	Sunset Blvd	PM	0.874	D	0.885	D	0.011	NO
59.	Fairfax Ave &	AM	0.758	C	0.766	C	0.008	NO
	Sunset Blvd	PM	0.884	D	0.899	D	0.015	NO
60.	Gardner St &	AM	0.511	A	0.525	A	0.014	NO
	Sunset Blvd	PM	0.669	B	0.691	B	0.022	NO
61.	Poinsettia Pl (West) &	AM	0.356	A	0.369	A	0.013	NO
	Sunset Blvd	PM	0.474	A	0.491	A	0.017	NO
62.	Poinsettia Pl (East) &	AM	0.393	A	0.407	A	0.014	NO
	Sunset Blvd	PM	0.419	A	0.438	A	0.019	NO
63.	La Brea Ave &	AM	0.774	F *	0.805	F *	0.031	**YES**
	Sunset Blvd	PM	0.916	F *	0.959	F *	0.043	**YES**
64.	Orange Dr &	AM	0.407	A	0.426	A	0.019	NO
	Sunset Blvd	PM	0.539	A	0.560	A	0.021	NO
65.	Highland Ave &	AM	1.066	F *	1.112	F *	0.046	**YES**
	Sunset Blvd	PM	0.965	F *	1.027	F *	0.062	**YES**
66.	Las Palmas Ave &	AM	0.567	A	0.598	A	0.031	NO
	Sunset Boulevard	PM	0.722	C	0.802	D	0.080	**YES**
67.	Cherokee Ave &	AM	0.338	A	0.361	A	0.023	NO
	Sunset Blvd	PM	0.547	A	0.573	A	0.026	NO
68.	Seward St &	AM	0.358	A	0.381	A	0.023	NO
	Sunset Blvd	PM	0.599	A	0.625	B	0.026	NO
69.	Wilcox Ave &	AM	0.624	B	0.646	B	0.022	NO
	Sunset Blvd	PM	0.630	B	0.663	B	0.033	NO
70.	Cahuenga Blvd &	AM	0.875	F *	0.911	F *	0.036	**YES**
	Sunset Blvd	PM	0.951	F *	0.984	F *	0.033	**YES**
71.	Ivar Ave &	AM	0.479	A	0.495	A	0.016	NO
	Sunset Blvd	PM	0.641	B	0.663	B	0.022	NO
72.	Vine St &	AM	0.927	F *	0.974	F *	0.047	**YES**
	Sunset Blvd	PM	1.072	F *	1.103	F *	0.031	**YES**
73.	Argyle Ave &	AM	0.587	A	0.598	A	0.011	NO
	Sunset Blvd	PM	0.549	A	0.573	A	0.024	NO
74.	Gower St &	AM	0.819	D	0.834	D	0.015	NO
	Sunset Blvd	PM	0.981	E	1.003	F	0.022	**YES**
75.	Bronson Ave &	AM	0.835	D	0.847	D	0.012	NO
	Sunset Blvd	PM	0.757	C	0.772	C	0.015	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
76.	Van Ness Ave & Sunset Blvd	AM	0.734	C	0.741	C	0.007	NO
		PM	0.923	E	0.933	E	0.010	**YES**
77.	Wilton Pl & Sunset Blvd	AM	0.587	A	0.593	A	0.006	NO
		PM	0.687	B	0.696	B	0.009	NO
78.	Western Ave & Sunset Blvd	AM	0.734	C	0.741	C	0.007	NO
		PM	0.867	D	0.871	D	0.004	NO
79.	Highland Ave & De Longpre Ave	AM	0.547	A	0.559	A	0.012	NO
		PM	0.566	A	0.577	A	0.011	NO
80. [a]	Gardner St & Fountain Ave	AM	0.644	B	0.647	B	0.003	NO
		PM	0.779	C	0.785	C	0.006	NO
81. [a]	La Brea Ave & Fountain Ave	AM	0.893	D	0.903	E	0.010	**YES**
		PM	0.883	D	0.897	D	0.014	NO
82.	Highland Ave & Fountain Ave	AM	0.825	D	0.841	D	0.016	NO
		PM	0.775	C	0.794	C	0.019	NO
83.	Wilcox Ave & Fountain Ave	AM	0.487	A	0.493	A	0.006	NO
		PM	0.583	A	0.593	A	0.010	NO
84.	Cahuenga Blvd & Fountain Ave	AM	0.769	C	0.793	C	0.024	NO
		PM	0.751	C	0.769	C	0.018	NO
85.	Vine St & Fountain Ave	AM	0.829	D	0.848	D	0.019	NO
		PM	0.858	D	0.885	D	0.027	**YES**
86.	Gower St & Fountain Ave	AM	0.755	C	0.763	C	0.008	NO
		PM	0.875	D	0.887	D	0.012	NO
87.	Highland Ave & Lexington Ave	AM	0.523	A	0.536	A	0.013	NO
		PM	0.523	A	0.535	A	0.012	NO
88. [a]	Fairfax Ave & Santa Monica Blvd	AM	0.965	E	0.971	E	0.006	NO
		PM	1.034	F	1.039	F	0.005	NO
89. [a]	Gardner St & Santa Monica Blvd	AM	0.723	C	0.731	C	0.008	NO
		PM	0.710	C	0.719	C	0.009	NO
90. [a]	Formosa Ave & Santa Monica Blvd	AM	0.656	B	0.665	B	0.009	NO
		PM	0.821	D	0.834	D	0.013	NO
91. [a]	La Brea Ave & Santa Monica Blvd	AM	0.889	D	0.907	E	0.018	**YES**
		PM	0.987	E	1.006	F	0.019	**YES**
92.	Highland Ave & Santa Monica Blvd	AM	1.015	F	1.037	F	0.022	**YES**
		PM	1.065	F	1.078	F	0.013	**YES**
93.	Las Palmas Ave & Santa Monica Blvd	AM	0.651	B	0.661	B	0.010	NO
		PM	0.821	D	0.835	D	0.014	NO
94.	Wilcox Ave & Santa Monica Blvd	AM	0.801	D	0.802	D	0.001	NO
		PM	0.771	C	0.773	C	0.002	NO
95.	Cahuenga Blvd & Santa Monica Blvd	AM	0.941	E	0.959	E	0.018	**YES**
		PM	1.213	F	1.241	F	0.028	**YES**
96.	Vine St & Santa Monica Blvd	AM	1.079	F	1.096	F	0.017	**YES**
		PM	1.061	F	1.091	F	0.030	**YES**
97.	Gower St & Santa Monica Blvd	AM	0.956	E	0.968	E	0.012	**YES**
		PM	1.000	E	1.017	F	0.017	**YES**
98.	Bronson Ave & Santa Monica Blvd	AM	0.772	C	0.778	C	0.006	NO
		PM	0.697	B	0.710	C	0.013	NO
99.	Van Ness Ave & Santa Monica Blvd	AM	0.922	E	0.931	E	0.009	NO
		PM	0.901	E	0.914	E	0.013	**YES**
100.	Wilton Pl & Santa Monica Blvd	AM	0.741	C	0.748	C	0.007	NO
		PM	0.849	D	0.859	D	0.010	NO

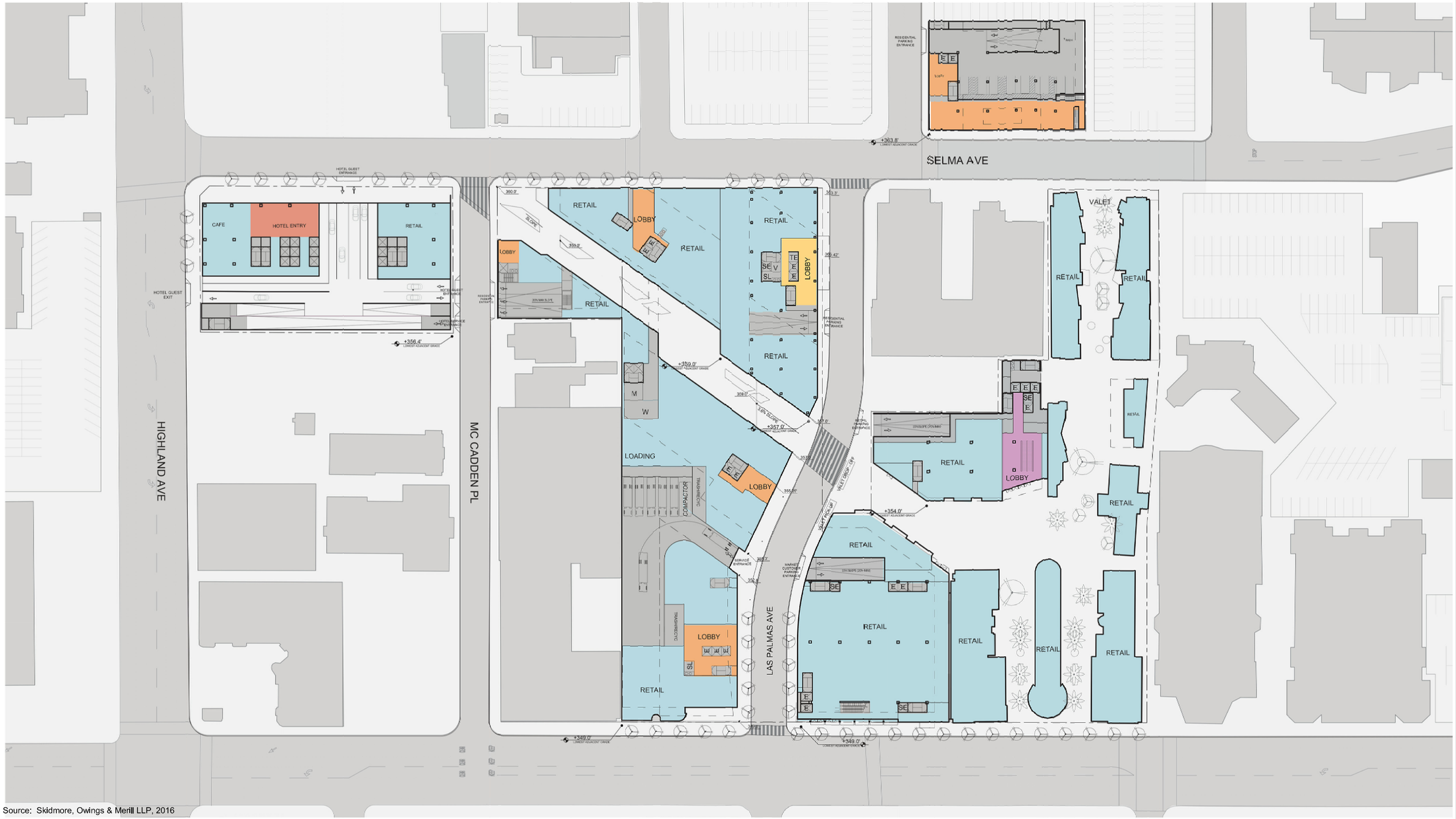
TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
101.	Western Ave &	AM	1.009	F	1.018	F	0.009	NO
	Santa Monica Blvd	PM	1.051	F	1.067	F	0.016	**YES**
102.	US-101 SB On-ramp &	AM	0.529	A	0.533	A	0.004	NO
	Santa Monica Blvd	PM	0.624	B	0.634	B	0.010	NO
103.	US-101 NB Off-ramp / Serrano Ave &	AM	0.608	B	0.614	B	0.006	NO
	Santa Monica Blvd	PM	0.749	C	0.758	C	0.009	NO
104.	Highland Ave &	AM	0.713	C	0.721	C	0.008	NO
	Willoughby Ave	PM	0.728	C	0.738	C	0.010	NO
105.	La Brea Ave &	AM	0.828	D	0.833	D	0.005	NO
	Melrose Ave	PM	0.852	D	0.858	D	0.006	NO
106.	Highland Ave &	AM	1.123	F	1.129	F	0.006	NO
	Melrose Ave	PM	1.125	F	1.132	F	0.007	NO
107.	Vine St &	AM	0.875	D	0.880	D	0.005	NO
	Melrose Ave	PM	0.938	E	0.945	E	0.007	NO
108.	Gower St &	AM	0.786	C	0.787	C	0.001	NO
	Melrose Ave	PM	0.901	E	0.904	E	0.003	NO
109.	Western Ave &	AM	0.882	D	0.885	D	0.003	NO
	Melrose Ave	PM	0.905	E	0.908	E	0.003	NO
110.	Highland Ave &	AM	0.644	B	0.649	B	0.005	NO
	Rosewood Ave	PM	0.723	C	0.727	C	0.004	NO
111.	Highland Ave &	AM	1.035	F	1.041	F	0.006	NO
	Beverly Blvd	PM	1.021	F	1.028	F	0.007	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.



Source: Skidmore, Owings & Merill LLP, 2016

PROPOSED SITE PLAN

FIGURE 1

TABLE 8B
TRIP GENERATION - PROJECT

Land Use	ITE Land Use	Size	Weekday						
			Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Condominiums	230	per du	5.81	17%	83%	0.44	67%	33%	0.52
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
Supermarket	850	per ksf	102.24	62%	38%	3.40	51%	49%	9.48
Quality Restaurant	931	per ksf	89.95	55%	45%	0.81	67%	33%	7.49
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Proposed Project									
Apartments	220	760 du	5,054	78	310	388	306	165	471
Transit/Walk Adjustment - 15% [b]			*(758)*	*(12)*	*(46)*	*(58)*	*(46)*	*(25)*	*(71)*
Subtotal - Apartments			***4,296***	***66***	***264***	***330***	***260***	***140***	***400***
Condominiums	230	190 du	1,104	14	70	84	66	33	99
Transit/Walk Adjustment - 15% [b]			*(166)*	*(2)*	*(11)*	*(13)*	*(10)*	*(5)*	*(15)*
Subtotal - Condominiums			***938***	***12***	***59***	***71***	***56***	***28***	***84***
Hotel [c]	310	308 rooms	2,516	96	67	163	94	91	185
Transit/Walk Adjustment - 15% [b]			*(377)*	*(14)*	*(10)*	*(24)*	*(14)*	*(14)*	*(28)*
Subtotal - Hotel			***2,139***	***82***	***57***	***139***	***80***	***77***	***157***
Office	710	95.0 ksf	1,048	130	18	148	24	118	142
Transit/Walk Adjustment - 15% [b]			*(157)*	*(20)*	*(2)*	*(22)*	*(4)*	*(17)*	*(21)*
Subtotal - Office			***891***	***110***	***16***	***126***	***20***	***101***	***121***
Shopping Center [d]	820	61.8 ksf	2,637	37	22	59	110	119	229
Transit/Walk Adjustment - 15% [b]			*(396)*	*(6)*	*(3)*	*(9)*	*(17)*	*(17)*	*(34)*
Internal Capture Adjustment - 10% [e]			*(224)*	*(3)*	*(2)*	*(5)*	*(9)*	*(11)*	*(20)*
Pass-by Adjustment - 40% [f]			*(807)*	*(11)*	*(7)*	*(18)*	*(34)*	*(36)*	*(70)*
Subtotal - Shopping Center			***1,210***	***17***	***10***	***27***	***50***	***55***	***105***
Supermarket	850	40.0 ksf	4,090	84	52	136	193	186	379
Transit/Walk Adjustment - 15% [b]			*(614)*	*(13)*	*(7)*	*(20)*	*(29)*	*(28)*	*(57)*
Internal Capture Adjustment - 10% [e]			*(348)*	*(7)*	*(5)*	*(12)*	*(16)*	*(16)*	*(32)*
Pass-by Adjustment - 40% [f]			*(1,251)*	*(26)*	*(16)*	*(42)*	*(59)*	*(57)*	*(116)*
Subtotal - Supermarket			***1,877***	***38***	***24***	***62***	***89***	***85***	***174***
Quality Restaurant	931	41.6 ksf	3,744	19	15	34	187	125	312
Transit/Walk Adjustment - 15% [b]			*(562)*	*(3)*	*(2)*	*(5)*	*(28)*	*(19)*	*(47)*
Internal Capture Adjustment - 15% [e]			*(477)*	*(2)*	*(2)*	*(4)*	*(24)*	*(16)*	*(40)*
Pass-by Adjustment - 10% [f]			*(271)*	*(1)*	*(2)*	*(3)*	*(14)*	*(9)*	*(23)*
Subtotal - Quality Restaurant			***2,434***	***13***	***9***	***22***	***121***	***81***	***202***
High-Turnover Restaurant	932	41.6 ksf	5,293	248	202	450	246	164	410
Transit/Walk Adjustment - 15% [b]			*(794)*	*(37)*	*(31)*	*(68)*	*(37)*	*(25)*	*(62)*
Internal Capture Adjustment - 15% [e]			*(675)*	*(32)*	*(25)*	*(57)*	*(31)*	*(21)*	*(52)*
Pass-by Adjustment - 20% [f]			*(765)*	*(36)*	*(29)*	*(65)*	*(36)*	*(23)*	*(59)*
Subtotal - High-Turnover Restaurant			***3,059***	***143***	***117***	***260***	***142***	***95***	***237***
Total - Proposed Project			**16,844**	**481**	**556**	**1,037**	**818**	**662**	**1,480**
Total - Existing Uses [g]			**(1,839)**	**(110)**	**(48)**	**(158)**	**(73)**	**(124)**	**(197)**
Total - Net New Project Trips			**15,005**	**371**	**508**	**879**	**745**	**538**	**1,283**

ksf: 1,000 square feet
du: dwelling units
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Traffic Study Polices and Procedures* (LADOT, August 2014).
[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the retail and restaurant uses within the hotel were considered separately and included in the total retail and restaurant square footage to provide a conservative analysis.
[d] Shopping center includes retail, restaurant, and recreational uses.
[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system (e.g., hotel guests visiting retail/restaurant uses).
[f] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.
[g] See Table 3-A for calcuation of the Existing Use trip generation.

TABLE 8A
TRIP GENERATION - EXISTING USES

Land Use	ITE Land Use	Size	Weekday						
			Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Apartments	220	84 du	559	9	34	43	34	18	52
Transit/Walk Adjustment - 15% [b]			*(84)*	*(1)*	*(5)*	*(6)*	*(5)*	*(3)*	*(8)*
Subtotal - Residential			***475***	***8***	***29***	***37***	***29***	***15***	***44***
Office	710	79.1 ksf	873	108	15	123	20	98	118
Transit/Walk Adjustment - 15% [b]			*(131)*	*(16)*	*(2)*	*(18)*	*(3)*	*(15)*	*(18)*
Subtotal - Office			***742***	***92***	***13***	***105***	***17***	***83***	***100***
Shopping Center [d]	820	26.7 ksf	1,140	16	10	26	48	51	99
Transit/Walk Adjustment - 15% [b]			*(171)*	*(2)*	*(2)*	*(4)*	*(7)*	*(8)*	*(15)*
Pass-by Adjustment - 40% [c]			*(388)*	*(6)*	*(3)*	*(9)*	*(16)*	*(18)*	*(34)*
Subtotal - Shopping Center			***581***	***8***	***5***	***13***	***25***	***25***	***50***
High-Turnover Restaurant	932	0.5 ksf	60	3	2	5	3	2	5
Transit/Walk Adjustment - 15% [b]			*(9)*	*0*	*(1)*	*(1)*	*0*	*(1)*	*(1)*
Pass-by Adjustment - 20% [c]			*(10)*	*(1)*	*0*	*(1)*	*(1)*	*0*	*(1)*
Subtotal - High-Turnover Restaurant			***41***	***2***	***1***	***3***	***2***	***1***	***3***
Total - Existing Uses			**1,839**	**110**	**48**	**158**	**73**	**124**	**197**

ksf: 1,000 square feet
du: dwelling units
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Traffic Study Polices and Procedures* (LADOT, August 2014).
[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 13
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Caheuenga Blvd East & Pilgrimage Bridge	AM	0.615	B	0.620	B	0.005	NO	0.620	B	0.005	NO
		PM	0.683	B	0.687	B	0.004	NO	0.686	B	0.003	NO
2.	Highland Ave / US-101 NB On-ramp & Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	AM	0.536	A	0.543	A	0.007	NO	0.532	A	-0.004	NO
		PM	0.659	B	0.668	B	0.009	NO	0.657	B	-0.002	NO
3.	US-101 NB Off-ramp & Cahuenga Blvd	AM	0.409	A	0.415	A	0.006	NO	0.414	A	0.005	NO
		PM	0.840	D	0.846	D	0.006	NO	0.845	D	0.005	NO
4.	Highland Ave & Odin St	AM	0.753	C	0.759	C	0.006	NO	0.748	C	-0.005	NO
		PM	0.723	C	0.730	C	0.007	NO	0.719	C	-0.004	NO
5.	Odin St & Cahuenga Blvd	AM	0.478	A	0.480	A	0.002	NO	0.480	A	0.002	NO
		PM	0.847	D	0.854	D	0.007	NO	0.853	D	0.006	NO
6.	Highland Ave & Camrose Dr / Milner Rd	AM	0.702	C	0.710	C	0.008	NO	0.699	B	-0.003	NO
		PM	0.757	C	0.767	C	0.010	NO	0.756	C	-0.001	NO
7.	Cahuenga Blvd & US-101 NB Off-ramp	AM	0.400	A	0.409	A	0.009	NO	0.409	A	0.009	NO
		PM	0.731	C	0.742	C	0.011	NO	0.741	C	0.010	NO
8.	La Brea Ave & Franklin Ave	AM	0.631	B	0.637	B	0.006	NO	0.625	B	-0.006	NO
		PM	0.532	A	0.538	A	0.006	NO	0.527	A	-0.005	NO
9.	Outpost Dr & Franklin Ave	AM	0.715	C	0.717	C	0.002	NO	0.707	C	-0.008	NO
		PM	0.548	A	0.553	A	0.005	NO	0.542	A	-0.006	NO
10.	Orange Dr & Franklin Ave	AM	0.542	A	0.545	A	0.003	NO	0.535	A	-0.007	NO
		PM	0.641	B	0.644	B	0.003	NO	0.633	B	-0.008	NO
11.	Orchid Ave & Franklin Ave	AM	0.462	A	0.462	A	0.000	NO	0.452	A	-0.010	NO
		PM	0.424	A	0.424	A	0.000	NO	0.414	A	-0.010	NO
12.	Highland Ave & Franklin Ave (South)	AM	1.160	F *	1.160	F *	0.000	NO	1.150	F *	-0.010	NO
		PM	0.892	F *	0.892	F *	0.000	NO	0.882	F *	-0.010	NO
13.	Highland Ave & Franklin Ave (North)	AM	1.046	F *	1.054	F *	0.008	NO	1.035	F *	-0.011	NO
		PM	0.976	F *	0.987	F *	0.011	**YES**	0.976	F *	0.000	NO
14.	Whitley Ave & Franklin Ave	AM	0.705	C	0.710	C	0.005	NO	0.683	B	-0.022	NO
		PM	0.691	B	0.703	C	0.012	NO	0.675	B	-0.016	NO
15.	Wilcox Ave & Franklin Ave	AM	0.907	E	0.913	E	0.006	NO	0.903	E	-0.004	NO
		PM	0.698	B	0.712	C	0.014	NO	0.701	C	0.003	NO
16.	Cahuenga Blvd & Franklin Ave	AM	1.073	F	1.085	F	0.012	**YES**	1.073	F	0.000	NO
		PM	0.992	E	1.014	F	0.022	**YES**	1.001	F	0.009	NO
17.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM	0.363	A	0.368	A	0.005	NO	0.357	A	-0.006	NO
		PM	0.437	A	0.444	A	0.007	NO	0.433	A	-0.004	NO
18.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM	0.869	D	0.877	D	0.008	NO	0.867	D	-0.002	NO
		PM	0.909	E	0.915	E	0.006	NO	0.904	E	-0.005	NO
19.	Gower St & Franklin Ave	AM	0.678	B	0.685	B	0.007	NO	0.663	B	-0.015	NO
		PM	0.761	C	0.775	C	0.014	NO	0.755	C	-0.006	NO
20.	Beachwood Dr & Franklin Ave	AM	0.694	B	0.699	B	0.005	NO	0.679	B	-0.015	NO
		PM	0.682	B	0.691	B	0.009	NO	0.671	B	-0.011	NO
21.	Bronson Ave & Franklin Ave	AM	0.660	B	0.664	B	0.004	NO	0.645	B	-0.015	NO
		PM	0.783	C	0.788	C	0.005	NO	0.769	C	-0.014	NO
22.	Wilton Pl & Franklin Ave	AM	0.589	A	0.591	A	0.002	NO	0.573	A	-0.016	NO
		PM	0.710	C	0.714	C	0.004	NO	0.695	B	-0.015	NO
23.	Western Ave & Franklin Ave	AM	0.932	E	0.934	E	0.002	NO	0.915	E	-0.017	NO
		PM	0.829	D	0.831	D	0.002	NO	0.812	D	-0.017	NO
24.	Highland Ave & Johnny Grant Way / Yucca St	AM	0.474	A	0.483	A	0.009	NO	0.466	A	-0.008	NO
		PM	0.487	A	0.501	A	0.014	NO	0.484	A	-0.003	NO
25.	Cahuenga Blvd & Yucca St	AM	0.591	A	0.601	B	0.010	NO	0.599	A	0.008	NO
		PM	0.701	C	0.713	C	0.012	NO	0.711	C	0.010	NO

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
26.	Ivar Ave & Yucca St	AM	0.249	A	0.249	A	0.000	NO	0.249	A	0.000	NO
		PM	0.315	A	0.317	A	0.002	NO	0.316	A	0.001	NO
27.	Vine St & Yucca St	AM	0.583	A	0.587	A	0.004	NO	0.587	A	0.004	NO
		PM	0.594	A	0.601	B	0.007	NO	0.601	B	0.007	NO
28.	Argyle Ave & Yucca St	AM	0.259	A	0.261	A	0.002	NO	0.253	A	-0.006	NO
		PM	0.427	A	0.430	A	0.003	NO	0.421	A	-0.006	NO
29.	Gower St & Carlos Ave	AM	0.372	A	0.374	A	0.002	NO	0.374	A	0.002	NO
		PM	0.294	A	0.298	A	0.004	NO	0.297	A	0.003	NO
30.	Laurel Canyon Blvd & Hollywood Blvd	AM	0.562	A	0.565	A	0.003	NO	0.555	A	-0.007	NO
		PM	0.776	C	0.784	C	0.008	NO	0.774	C	-0.002	NO
31.	Fairfax Ave & Hollywood Blvd	AM	1.054	F	1.054	F	0.000	NO	1.044	F	-0.010	NO
		PM	0.924	E	0.927	E	0.003	NO	0.917	E	-0.007	NO
32.	Nichols Canyon Rd / Genesee Ave & Hollywood Blvd	AM	0.761	C	0.763	C	0.002	NO	0.753	C	-0.008	NO
		PM	0.597	A	0.599	A	0.002	NO	0.589	A	-0.008	NO
33.	Gardner St & Hollywood Blvd	AM	0.553	A	0.560	A	0.007	NO	0.549	A	-0.004	NO
		PM	0.555	A	0.565	A	0.010	NO	0.554	A	-0.001	NO
34.	Fuller Ave & Hollywood Blvd	AM	0.639	B	0.645	B	0.006	NO	0.635	B	-0.004	NO
		PM	0.596	A	0.605	B	0.009	NO	0.594	A	-0.002	NO
35.	La Brea Ave & Hollywood Blvd	AM	1.128	F *	1.139	F *	0.011	**YES**	1.127	F *	-0.001	NO
		PM	0.925	F *	0.938	F *	0.013	**YES**	0.926	F *	0.001	NO
36.	Orange Dr & Hollywood Blvd	AM	0.413	A	0.428	A	0.015	NO	0.417	A	0.004	NO
		PM	0.423	A	0.447	A	0.024	NO	0.434	A	0.011	NO
37.	Highland Ave & Hollywood Blvd	AM	0.948	F *	0.978	F *	0.030	**YES**	0.958	F *	0.010	**YES**
		PM	0.814	F *	0.833	F *	0.019	**YES**	0.814	F *	0.000	NO
38.	Las Palmas Ave & Hollywood Blvd	AM	0.477	A	0.506	A	0.029	NO	0.491	A	0.014	NO
		PM	0.609	B	0.687	B	0.078	NO	0.663	B	0.054	NO
39.	Cherokee Ave & Hollywood Blvd	AM	0.480	A	0.491	A	0.011	NO	0.479	A	-0.001	NO
		PM	0.365	A	0.385	A	0.020	NO	0.373	A	0.008	NO
40.	Whitley Ave & Hollywood Blvd	AM	0.497	A	0.509	A	0.012	NO	0.473	A	-0.024	NO
		PM	0.398	A	0.420	A	0.022	NO	0.383	A	-0.015	NO
41.	Wilcox Ave & Hollywood Blvd	AM	0.652	B	0.664	B	0.012	NO	0.645	B	-0.007	NO
		PM	0.650	B	0.673	B	0.023	NO	0.651	B	0.001	NO
42.	Cahuenga Blvd & Hollywood Blvd	AM	0.941	F *	0.959	F *	0.018	**YES**	0.938	F *	-0.003	NO
		PM	0.668	F *	0.691	F *	0.023	**YES**	0.670	F *	0.002	NO
43.	Ivar Ave & Hollywood Blvd	AM	0.608	B	0.617	B	0.009	NO	0.597	A	-0.011	NO
		PM	0.563	A	0.577	A	0.014	NO	0.557	A	-0.006	NO
44.	Vine St & Hollywood Blvd	AM	0.864	F *	0.878	F *	0.014	**YES**	0.857	F *	-0.007	NO
		PM	0.842	F *	0.864	F *	0.022	**YES**	0.842	F *	0.000	NO
45.	Argyle Ave & Hollywood Blvd	AM	0.596	A	0.607	B	0.011	NO	0.579	A	-0.017	NO
		PM	0.630	B	0.651	B	0.021	NO	0.621	B	-0.009	NO
46.	Gower St & Hollywood Blvd	AM	0.763	C	0.777	C	0.014	NO	0.765	C	0.002	NO
		PM	0.727	C	0.756	C	0.029	NO	0.742	C	0.015	NO
47.	Bronson Ave & Hollywood Blvd	AM	0.682	B	0.698	B	0.016	NO	0.685	B	0.003	NO
		PM	0.711	C	0.723	C	0.012	NO	0.712	C	0.001	NO
48.	US-101 SB Ramps & Hollywood Blvd	AM	0.732	C	0.739	C	0.007	NO	0.728	C	-0.004	NO
		PM	0.613	B	0.619	B	0.006	NO	0.608	B	-0.005	NO
49.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM	0.856	D	0.861	D	0.005	NO	0.850	D	-0.006	NO
		PM	0.629	B	0.643	B	0.014	NO	0.632	B	0.003	NO
50.	Wilton Pl & Hollywood Blvd	AM	0.896	D	0.901	E	0.005	NO	0.891	D	-0.005	NO
		PM	0.928	E	0.934	E	0.006	NO	0.924	E	-0.004	NO

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
51.	Western Ave &	AM	0.885	D	0.891	D	0.006	NO	0.881	D	-0.004	NO
	Hollywood Blvd	PM	0.903	E	0.908	E	0.005	NO	0.897	D	-0.006	NO
52.	La Brea Ave &	AM	0.447	A	0.447	A	0.000	NO	0.447	A	0.000	NO
	Hawthorn Ave (North)	PM	0.471	A	0.471	A	0.000	NO	0.471	A	0.000	NO
53.	La Brea Ave &	AM	0.554	A	0.554	A	0.000	NO	0.554	A	0.000	NO
	Hawthorn Ave (South)	PM	0.495	A	0.495	A	0.000	NO	0.495	A	0.000	NO
54.	Highland Ave &	AM	0.525	A	0.584	A	0.059	NO	0.557	A	0.032	NO
	Selma Ave	PM	0.427	A	0.563	A	0.136	NO	0.531	A	0.104	NO
55.	Wilcox Ave &	AM	0.291	A	0.362	A	0.071	NO	0.353	A	0.062	NO
	Selma Avenue	PM	0.493	A	0.563	A	0.070	NO	0.554	A	0.061	NO
56.	Caheuenga Blvd &	AM	0.464	A	0.540	A	0.076	NO	0.532	A	0.068	NO
	Selma Ave	PM	0.554	A	0.621	B	0.067	NO	0.613	B	0.059	NO
57.	Vine St &	AM	0.629	B	0.661	B	0.032	NO	0.657	B	0.028	NO
	Selma Ave	PM	0.621	B	0.647	B	0.026	NO	0.644	B	0.023	NO
58.	Crescent Heights Blvd &	AM	0.835	D	0.844	D	0.009	NO	0.833	D	-0.002	NO
	Sunset Blvd	PM	0.874	D	0.885	D	0.011	NO	0.873	D	-0.001	NO
59.	Fairfax Ave &	AM	0.758	C	0.766	C	0.008	NO	0.755	C	-0.003	NO
	Sunset Blvd	PM	0.884	D	0.899	D	0.015	NO	0.886	D	0.002	NO
60.	Gardner St &	AM	0.511	A	0.525	A	0.014	NO	0.513	A	0.002	NO
	Sunset Blvd	PM	0.669	B	0.691	B	0.022	NO	0.677	B	0.008	NO
61.	Poinsettia Pl (West) &	AM	0.356	A	0.369	A	0.013	NO	0.357	A	0.001	NO
	Sunset Blvd	PM	0.474	A	0.491	A	0.017	NO	0.479	A	0.005	NO
62.	Poinsettia Pl (East) &	AM	0.393	A	0.407	A	0.014	NO	0.396	A	0.003	NO
	Sunset Blvd	PM	0.419	A	0.438	A	0.019	NO	0.426	A	0.007	NO
63.	La Brea Ave &	AM	0.774	F *	0.805	F *	0.031	**YES**	0.790	F *	0.016	**YES**
	Sunset Blvd	PM	0.916	F *	0.959	F *	0.043	**YES**	0.944	F *	0.028	**YES**
64.	Orange Dr &	AM	0.407	A	0.426	A	0.019	NO	0.414	A	0.007	NO
	Sunset Blvd	PM	0.539	A	0.560	A	0.021	NO	0.547	A	0.008	NO
65.	Highland Ave &	AM	1.066	F *	1.112	F *	0.046	**YES**	1.091	F *	0.025	**YES**
	Sunset Blvd	PM	0.965	F *	1.027	F *	0.062	**YES**	1.003	F *	0.038	**YES**
66.	Las Palmas Ave &	AM	0.567	A	0.598	A	0.031	NO	0.553	A	-0.014	NO
	Sunset Boulevard	PM	0.722	C	0.802	D	0.080	**YES**	0.703	C	-0.019	NO
67.	Cherokee Ave &	AM	0.338	A	0.361	A	0.023	NO	0.349	A	0.011	NO
	Sunset Blvd	PM	0.547	A	0.573	A	0.026	NO	0.560	A	0.013	NO
68.	Seward St &	AM	0.358	A	0.381	A	0.023	NO	0.369	A	0.011	NO
	Sunset Blvd	PM	0.599	A	0.625	B	0.026	NO	0.612	B	0.013	NO
69.	Wilcox Ave &	AM	0.624	B	0.646	B	0.022	NO	0.633	B	0.009	NO
	Sunset Blvd	PM	0.630	B	0.663	B	0.033	NO	0.648	B	0.018	NO
70.	Cahuenga Blvd &	AM	0.875	F *	0.911	F *	0.036	**YES**	0.897	F *	0.022	**YES**
	Sunset Blvd	PM	0.951	F *	0.984	F *	0.033	**YES**	0.971	F *	0.020	**YES**
71.	Ivar Ave &	AM	0.479	A	0.495	A	0.016	NO	0.483	A	0.004	NO
	Sunset Blvd	PM	0.641	B	0.663	B	0.022	NO	0.650	B	0.009	NO
72.	Vine St &	AM	0.927	F *	0.974	F *	0.047	**YES**	0.958	F *	0.031	**YES**
	Sunset Blvd	PM	1.072	F *	1.103	F *	0.031	**YES**	1.089	F *	0.017	**YES**
73.	Argyle Ave &	AM	0.587	A	0.598	A	0.011	NO	0.586	A	-0.001	NO
	Sunset Blvd	PM	0.549	A	0.573	A	0.024	NO	0.560	A	0.011	NO
74.	Gower St &	AM	0.819	D	0.834	D	0.015	NO	0.822	D	0.003	NO
	Sunset Blvd	PM	0.981	E	1.003	F	0.022	**YES**	0.974	E	-0.007	NO
75.	Bronson Ave &	AM	0.835	D	0.847	D	0.012	NO	0.829	D	-0.006	NO
	Sunset Blvd	PM	0.757	C	0.772	C	0.015	NO	0.755	C	-0.002	NO

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
76.	Van Ness Ave & Sunset Blvd	AM	0.734	C	0.741	C	0.007	NO	0.724	C	-0.010	NO
		PM	0.923	E	0.933	E	0.010	**YES**	0.916	E	-0.007	NO
77.	Wilton Pl & Sunset Blvd	AM	0.587	A	0.593	A	0.006	NO	0.576	A	-0.011	NO
		PM	0.687	B	0.696	B	0.009	NO	0.677	B	-0.010	NO
78.	Western Ave & Sunset Blvd	AM	0.734	C	0.741	C	0.007	NO	0.706	C	-0.028	NO
		PM	0.867	D	0.871	D	0.004	NO	0.860	D	-0.007	NO
79.	Highland Ave & De Longpre Ave	AM	0.547	A	0.559	A	0.012	NO	0.542	A	-0.005	NO
		PM	0.566	A	0.577	A	0.011	NO	0.561	A	-0.005	NO
80. [a]	Gardner St & Fountain Ave	AM	0.644	B	0.647	B	0.003	NO	0.646	B	0.002	NO
		PM	0.779	C	0.785	C	0.006	NO	0.783	C	0.004	NO
81. [a]	La Brea Ave & Fountain Ave	AM	0.893	D	0.903	E	0.010	**YES**	0.901	E	0.008	NO
		PM	0.883	D	0.897	D	0.014	NO	0.895	D	0.012	NO
82.	Highland Ave & Fountain Ave	AM	0.825	D	0.841	D	0.016	NO	0.823	D	-0.002	NO
		PM	0.775	C	0.794	C	0.019	NO	0.775	C	0.000	NO
83.	Wilcox Ave & Fountain Ave	AM	0.487	A	0.493	A	0.006	NO	0.475	A	-0.012	NO
		PM	0.583	A	0.593	A	0.010	NO	0.575	A	-0.008	NO
84.	Cahuenga Blvd & Fountain Ave	AM	0.769	C	0.793	C	0.024	NO	0.775	C	0.006	NO
		PM	0.751	C	0.769	C	0.018	NO	0.750	C	-0.001	NO
85.	Vine St & Fountain Ave	AM	0.829	D	0.848	D	0.019	NO	0.829	D	0.000	NO
		PM	0.858	D	0.885	D	0.027	**YES**	0.865	D	0.007	NO
86.	Gower St & Fountain Ave	AM	0.755	C	0.763	C	0.008	NO	0.728	C	-0.027	NO
		PM	0.875	D	0.887	D	0.012	NO	0.869	D	-0.006	NO
87.	Highland Ave & Lexington Ave	AM	0.523	A	0.536	A	0.013	NO	0.525	A	0.002	NO
		PM	0.523	A	0.535	A	0.012	NO	0.523	A	0.000	NO
88. [a]	Fairfax Ave & Santa Monica Blvd	AM	0.965	E	0.971	E	0.006	NO	0.955	E	-0.010	NO
		PM	1.034	F	1.039	F	0.005	NO	1.023	F	-0.011	NO
89. [a]	Gardner St & Santa Monica Blvd	AM	0.723	C	0.731	C	0.008	NO	0.716	C	-0.007	NO
		PM	0.710	C	0.719	C	0.009	NO	0.704	C	-0.006	NO
90. [a]	Formosa Ave & Santa Monica Blvd	AM	0.656	B	0.665	B	0.009	NO	0.650	B	-0.006	NO
		PM	0.821	D	0.834	D	0.013	NO	0.818	D	-0.003	NO
91. [a]	La Brea Ave & Santa Monica Blvd	AM	0.889	D	0.907	E	0.018	**YES**	0.890	D	0.001	NO
		PM	0.987	E	1.006	F	0.019	**YES**	0.988	E	0.001	NO
92.	Highland Ave & Santa Monica Blvd	AM	1.015	F	1.037	F	0.022	**YES**	1.009	F	-0.006	NO
		PM	1.065	F	1.078	F	0.013	**YES**	1.052	F	-0.013	NO
93.	Las Palmas Ave & Santa Monica Blvd	AM	0.651	B	0.661	B	0.010	NO	0.637	B	-0.014	NO
		PM	0.821	D	0.835	D	0.014	NO	0.809	D	-0.012	NO
94.	Wilcox Ave & Santa Monica Blvd	AM	0.801	D	0.802	D	0.001	NO	0.777	C	-0.024	NO
		PM	0.771	C	0.773	C	0.002	NO	0.749	C	-0.022	NO
95.	Cahuenga Blvd & Santa Monica Blvd	AM	0.941	E	0.959	E	0.018	**YES**	0.933	E	-0.008	NO
		PM	1.213	F	1.241	F	0.028	**YES**	1.213	F	0.000	NO
96.	Vine St & Santa Monica Blvd	AM	1.079	F	1.096	F	0.017	**YES**	1.070	F	-0.009	NO
		PM	1.061	F	1.091	F	0.030	**YES**	1.063	F	0.002	NO
97.	Gower St & Santa Monica Blvd	AM	0.956	E	0.968	E	0.012	**YES**	0.942	E	-0.014	NO
		PM	1.000	E	1.017	F	0.017	**YES**	0.991	E	-0.009	NO
98.	Bronson Ave & Santa Monica Blvd	AM	0.772	C	0.778	C	0.006	NO	0.752	C	-0.020	NO
		PM	0.697	B	0.710	C	0.013	NO	0.684	B	-0.013	NO
99.	Van Ness Ave & Santa Monica Blvd	AM	0.922	E	0.931	E	0.009	NO	0.905	E	-0.017	NO
		PM	0.901	E	0.914	E	0.013	**YES**	0.888	D	-0.013	NO
100.	Wilton Pl & Santa Monica Blvd	AM	0.741	C	0.748	C	0.007	NO	0.723	C	-0.018	NO
		PM	0.849	D	0.859	D	0.010	NO	0.834	D	-0.015	NO

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
101.	Western Ave &	AM	1.009	F	1.018	F	0.009	NO	0.992	E	-0.017	NO
	Santa Monica Blvd	PM	1.051	F	1.067	F	0.016	**YES**	1.040	F	-0.011	NO
102.	US-101 SB On-ramp &	AM	0.529	A	0.533	A	0.004	NO	0.509	A	-0.020	NO
	Santa Monica Blvd	PM	0.624	B	0.634	B	0.010	NO	0.609	B	-0.015	NO
103.	US-101 NB Off-ramp / Serrano Ave &	AM	0.608	B	0.614	B	0.006	NO	0.588	A	-0.020	NO
	Santa Monica Blvd	PM	0.749	C	0.758	C	0.009	NO	0.732	C	-0.017	NO
104.	Highland Ave &	AM	0.713	C	0.721	C	0.008	NO	0.711	C	-0.002	NO
	Willoughby Ave	PM	0.728	C	0.738	C	0.010	NO	0.727	C	-0.001	NO
105.	La Brea Ave &	AM	0.828	D	0.833	D	0.005	NO	0.832	D	0.004	NO
	Melrose Ave	PM	0.852	D	0.858	D	0.006	NO	0.858	D	0.006	NO
106.	Highland Ave &	AM	1.123	F	1.129	F	0.006	NO	1.118	F	-0.005	NO
	Melrose Ave	PM	1.125	F	1.132	F	0.007	NO	1.121	F	-0.004	NO
107.	Vine St &	AM	0.875	D	0.880	D	0.005	NO	0.880	D	0.005	NO
	Melrose Ave	PM	0.938	E	0.945	E	0.007	NO	0.945	E	0.007	NO
108.	Gower St &	AM	0.786	C	0.787	C	0.001	NO	0.786	C	0.000	NO
	Melrose Ave	PM	0.901	E	0.904	E	0.003	NO	0.904	E	0.003	NO
109.	Western Ave &	AM	0.882	D	0.885	D	0.003	NO	0.885	D	0.003	NO
	Melrose Ave	PM	0.905	E	0.908	E	0.003	NO	0.908	E	0.003	NO
110.	Highland Ave &	AM	0.644	B	0.649	B	0.005	NO	0.639	B	-0.005	NO
	Rosewood Ave	PM	0.723	C	0.727	C	0.004	NO	0.717	C	-0.006	NO
111.	Highland Ave &	AM	1.035	F	1.041	F	0.006	NO	1.030	F	-0.005	NO
	Beverly Blvd	PM	1.021	F	1.028	F	0.007	NO	1.018	F	-0.003	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.