Eddie and Wes,

Last Friday, developer representative has make a pick-up additional comment arrangement with Caltrans legal. Here is what I sent to Caltrans legal in case you have not seen it.

Merry Christmas and Happy New Year to you and to your family!

See you next year!!

Alan

From: Lin, Alan S@DOT
Sent: Friday, December 21, 2018 2:32 PM
To: Berkebile, Mark A@DOT <mark.berkebile@dot.ca.gov>
Cc: Edmonson, Miya R@DOT <miya.edmonson@dot.ca.gov>; Patel, Kirk@DOT <kirk.patel@dot.ca.gov>; Struhl, Mine@DOT <mine.struhl@dot.ca.gov>; Marquez, Paul Albert@DOT <paul-albert.marquez@dot.ca.gov>; Saghafi, Abdolhossein@DOT <abdi.saghafi@dot.ca.gov>; Hanna, Ashraf W@DOT (ashraf.hanna@dot.ca.gov) <ashraf.hanna@dot.ca.gov>; Noroozi, Homar@DOT <homar.noroozi@dot.ca.gov>
Subject: Hollywood Center Project-Caltrans Recommendation for the Traffic Study

Hi Mark,

Per our conversation and your suggestion today, here is the additional comment/recommendation for the consultant. Please forward to the applicant's representative today.

I have attached the queuing analysis template for the consultant's consideration.

Here are Caltrans recommendation for the traffic analysis which focusing on the "Potential Traffic Conflict".

1. Consultant may use 95 percentile to obtain queue length. Using 15% factor of safety to calculate threshold queue length as baseline. Measuring distance from the intersection to gore point is the total que length, 85% of this length is the significant threshold for queue length. Consultant is welcome to propose any meaningful method of threshold for Caltrans consideration.
2. If Synchro software is used to calculate queue length, then actual signal timing must be used.
3. Use local truck factor and 25 feet per passenger car.
4. Potential traffic conflict analysis should include off-ramps, affected intersections (left turn/right turn queue), acceleration/deceleration lanes, weaving areas in the project vicinity.
5. Selection Zone analysis should be performed up to 50 trips on the mainlines on US-101, SR-134, I-05. SR-170, etc.
6. Once queuing impact is identified, capacity widening should not be the first priority of improvement.
7. Potential traffic conflict improvements could be as
8. Safety sign/Yield Sign, delineation
9. Pavement markings
10. ADA ramps, Pedestrian sidewalk
11. Ramp metering
12. Intersection control
13. Ramp/lane widening (as last resource)
14. Developer may pay 100% or fair share contribution or fee program will be determined on the impact, direct or cumulative.
15. Please provide assignment of direct trips and cumulative trips to the State facilities.

    Freeway Operation may have last-minute comment later. We are looking forward to review the traffic study and to provide comment before it goes to public.

Alan Lin, P.E.
Project Coordinator
State of California
Department of Transportation
District 7, Office of Transportation Planning
Mail Station 16
100 South Main Street
Los Angeles, CA 90012
(213) 897-8391 Office
(213) 897-1337 Fax

TABLE 8
PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES

Ramp	Cross Street	Ramp Length (ft) [a]	85% Ramp Length (ft)	Ramp Turn Lanes at Intersection			Existing (2016)				Cumulative (2035) plus Project				Queue 85% Exceeds Storage?
				Lanes	Move	Length [a]	AM Queue		PM Queue		AM Queue		PM Queue		
							Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	
I-210 Westbound Off-Ramp	Roxford Street	1110	940	2	Left	520	X	X	X	X	X	X	X	X	Yes/No
					Right/Through/Left	1110	X		X		X		X		
I-210 Eastbound Off-Ramp	Roxford Street	1050	890	2	Right	550	X	X	X	X	X	X	X	X	Yes/No
					Through/Left	1050	X		X		X		X		
I-210 Westbound Off-Ramp	Polk Street	930	790	2	Right	460	X	X	X	X	X	X	X	X	Yes/No
					Through/Left	930	X		X		X		X		
I-210 Eastbound Off-Ramp	Polk Street	1180	1000	2	Right	690	X	X	X	X	X	X	X	X	Yes/No
					Through/Left	1180	X		X		X		X		
I-5 Northbound Off-Ramp	Roxford Street	1080	920	2	Right	780	X	X	X	X	X	X	X	X	Yes/No
					Right/Left	1080	X		X		X		X		

[a]: Storage lengths determined based on scaled distances from on-line aerial photographs

Need to add Existing + Project Condition.