

From: Eduardo Hermoso <eduardo.hermoso@lacity.org>
Sent time: 09/03/2019 12:12:44 PM
To: Bhuvan Bajaj <bhuvan.bajaj@lacity.org>
Subject: Signal Warrant Analysis - Hollywood Center Project
Attachments: Conceptual Design of Signalized Driveway - Hollywood Center Project.pdf Driveway Distribution 1.pdf Driveway Distribution 2.pdf Signal Warrant_Dwy.pdf Dwy Signal Warrant Summary.pdf Argyle Ave_Pantages alley & Carlos Ave_Data.xlsx

Bhuvan,

I tried calling you (left you a voicemail) before sending you this info.

Per our last discussion we had over the phone in regards to initiating a draft TCR so B-Permits can review the conceptual design for the signalized driveway. I have attached the signal warrant analysis the traffic consultant performed at the location of Argyle Avenue and project driveway. I also included the preliminary conceptual design for the signalized driveway, an excel spreadsheet detailing the vehicle counts and a couple of diagrams they included for the direction of travel. The information I included below, is in relation to the diagrams.

For S/B on Argyle Ave

SL- into Carlos Ave
ST- through
SR- into the alley
SU- U-turn
SL2- into the parking structure
SR2- into driveway north of the alley

For N/B on Argyle Ave

NL- into the alley
NT- through
NR- into Carlos Ave
NU- U-turn
NL2- into the driveway north of alley
NR2- parking structure

For W/B (from Carlos Ave)

WL- Left onto Argyle Ave
WT- through
WR- right onto Argyle Ave
WU- U-turn
WT2- into driveway north of the alley
WU2- into the parking structure

For W/B (from Parking Structure)

W2L- /
W2T- /
W2U- U-Turn
W2L2- left onto Argyle Ave
W2T2- into the alley
W2R2- right onto Argyle Ave
W2U2- right into Carlos Ave

For E/B (from driveway north of alley)

E2T- through
E2U- U-Turn
E2L2- left onto Argyle Ave
E2T2- into Carlos Ave
E2R2- right onto Argyle Ave

E2U2- right into the alley

For E/B (from the alley)

EL- left

ET- through

ER- right

EU- U-Turn

ET2- into the parking structure

EU2- into the driveway north of the alley


Thanks again for all your help.

Eduardo Hermoso

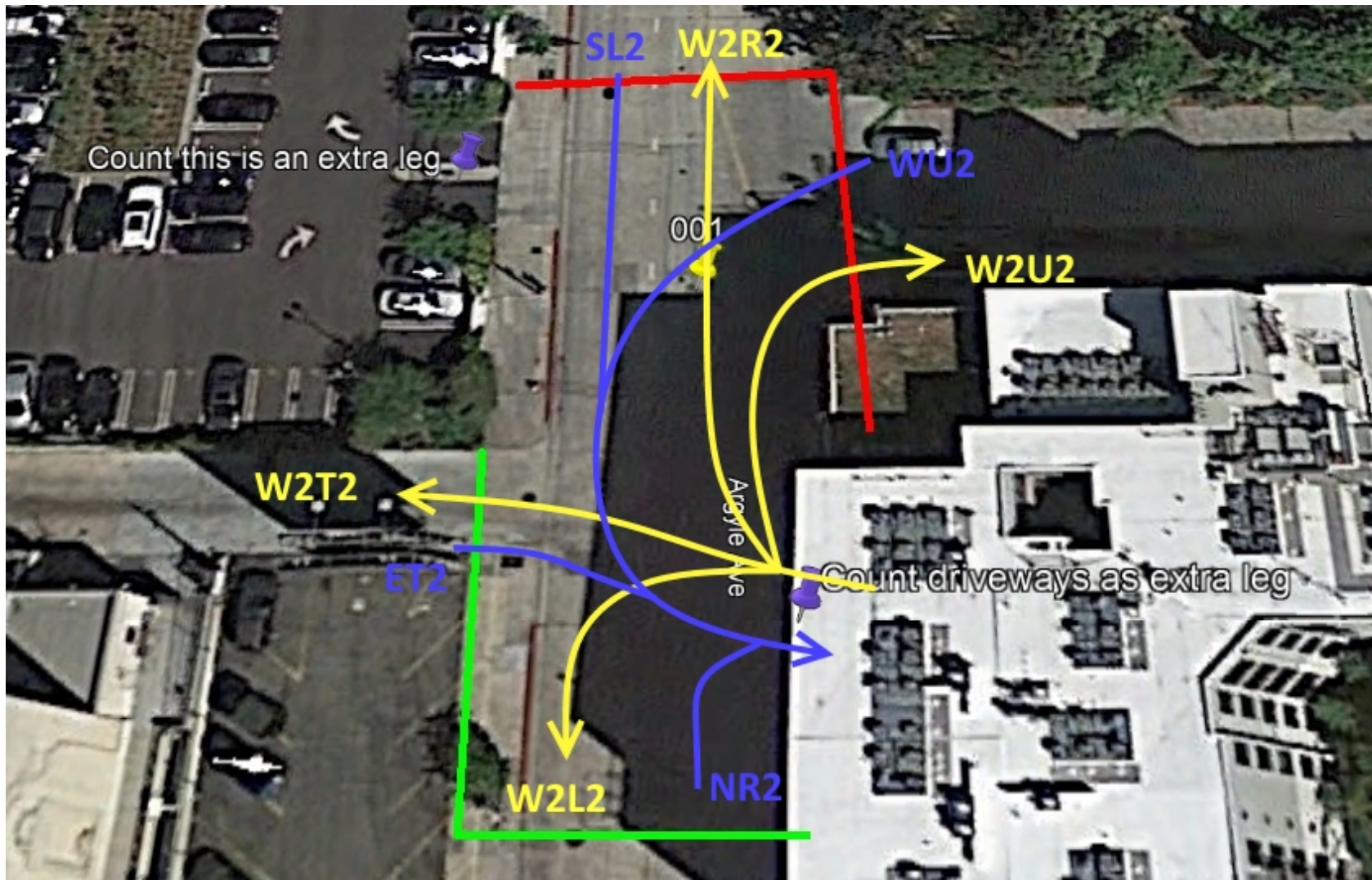
Transportation Engineer Associate III
Metro Development Review

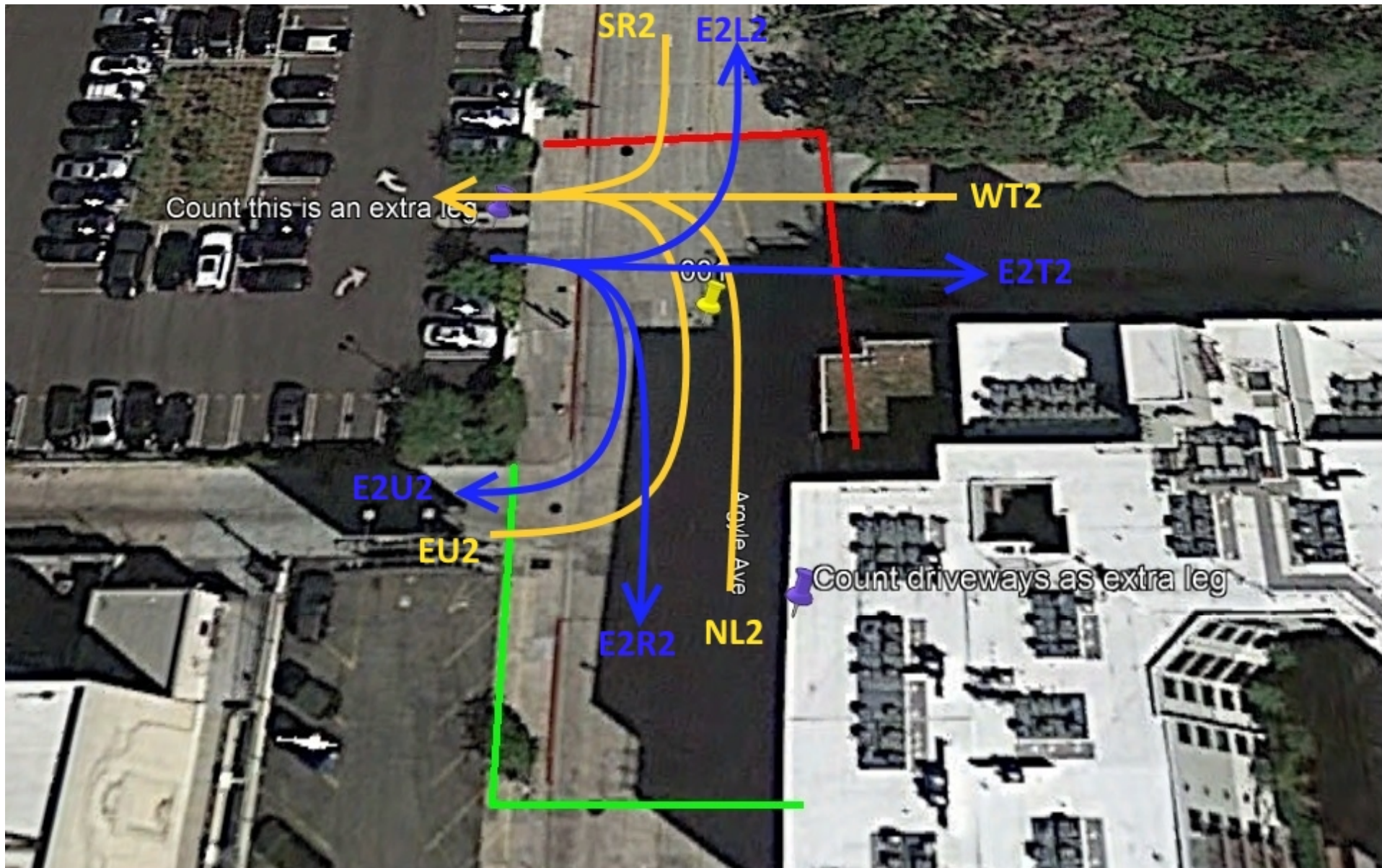
Los Angeles Department of Transportation

[213.972.8451](tel:213.972.8451)



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Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

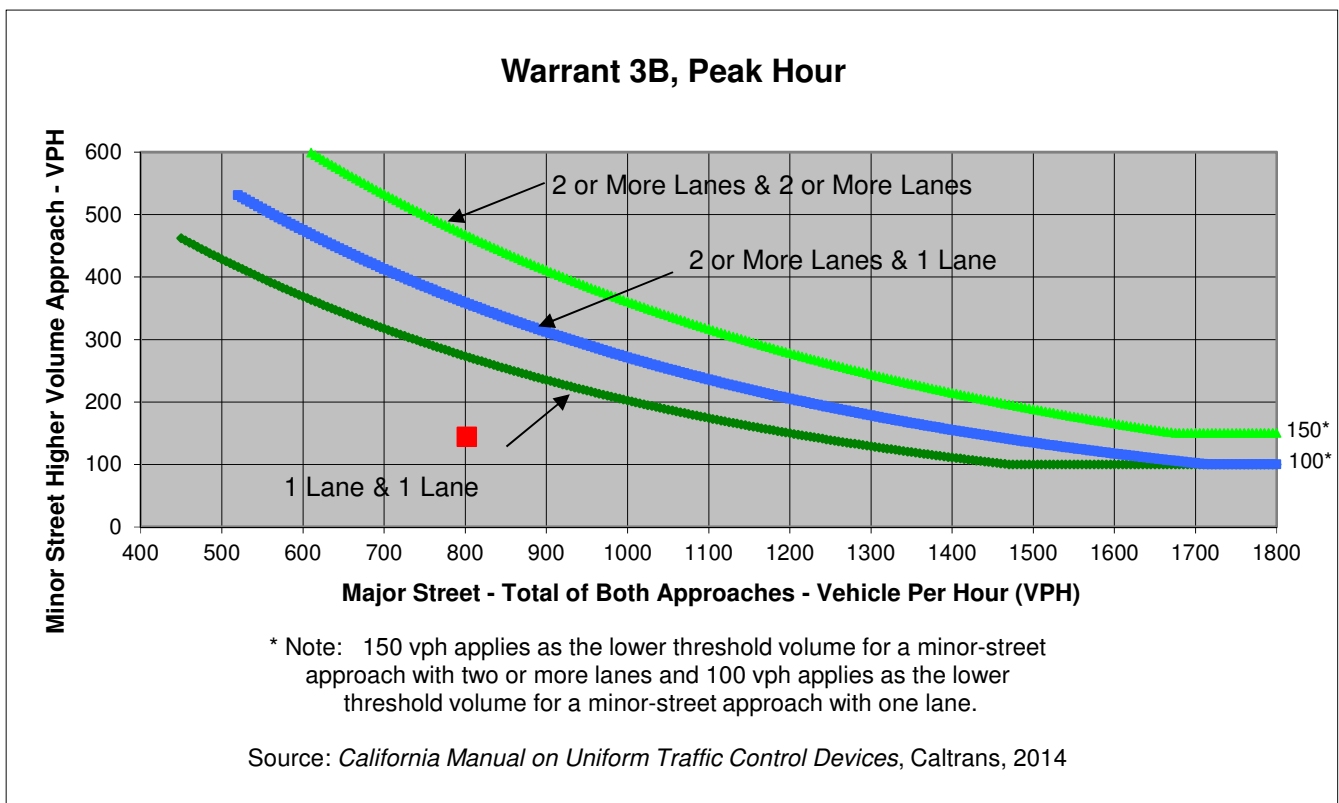
Project Hollywood Center
 Scenario EP_AM Residential
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	76	6	57	28
Through	269	372	0	0
Right	5	74	87	40
Total	350	452	144	68

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	802	144	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario EP_AM Residential
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	76	6	57	28
Through	269	372	0	0
Right	5	74	87	40
Total	350	452	144	68

Major Street Direction

x North/South
 East/West

Intersection Geometry

Number of Approach Lanes for Minor Street 1
 Total Approaches 4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle) 23.2
 Approach with Worst Case Delay EB
 Total Vehicles on Approach 144

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
EP_AM Residential	0.9	144	1,014
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

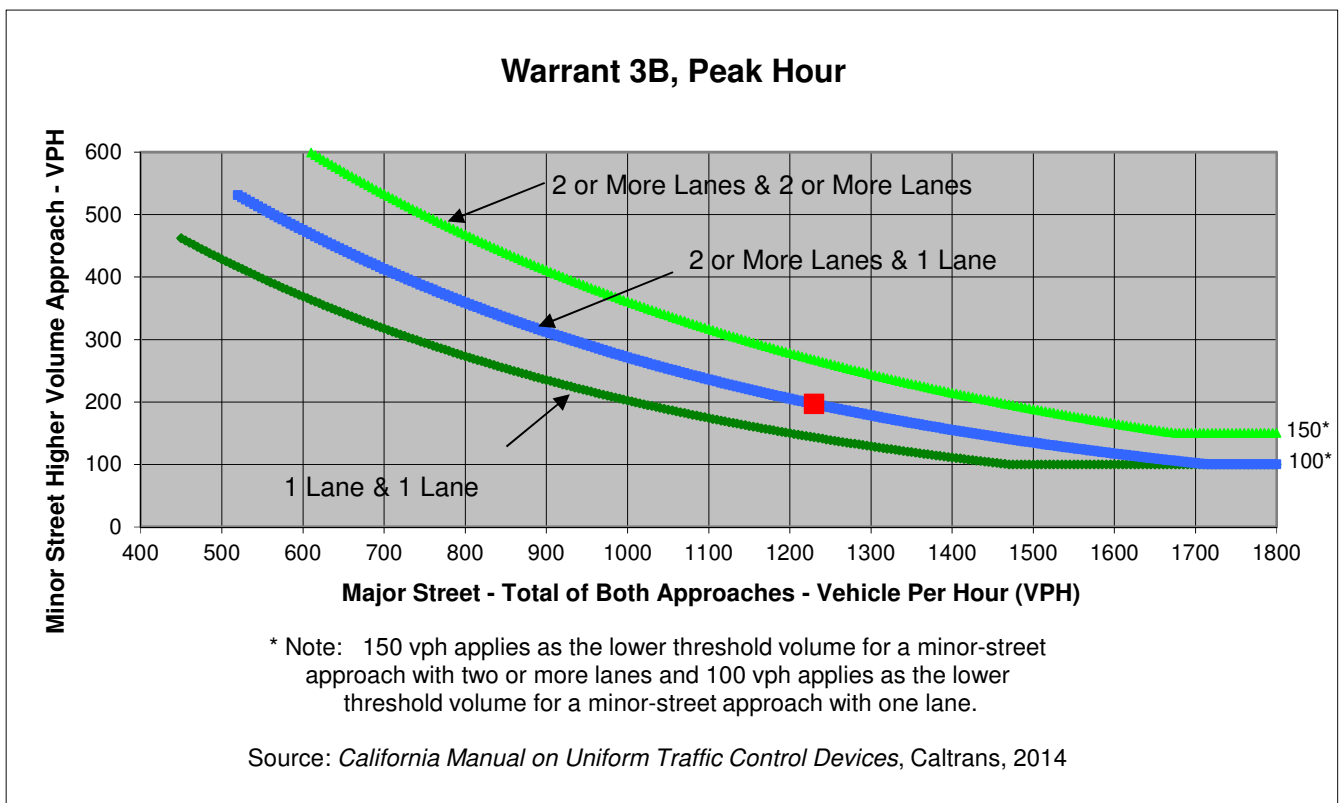
Project Hollywood Center
 Scenario EP_PM Residential
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	128	21	81	20
Through	731	203	0	0
Right	49	98	116	18
Total	908	322	197	38

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	YES
Traffic Volume (VPH) *	1,230	197	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS

Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario EP_PM Residential
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	128	21	81	20
Through	731	203	0	0
Right	49	98	116	18
Total	908	322	197	38

Major Street Direction

<u>x</u>	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	210.3
Approach with Worst Case Delay	EB
Total Vehicles on Approach	197

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
EP_PM Residential	11.5	197	1,465
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

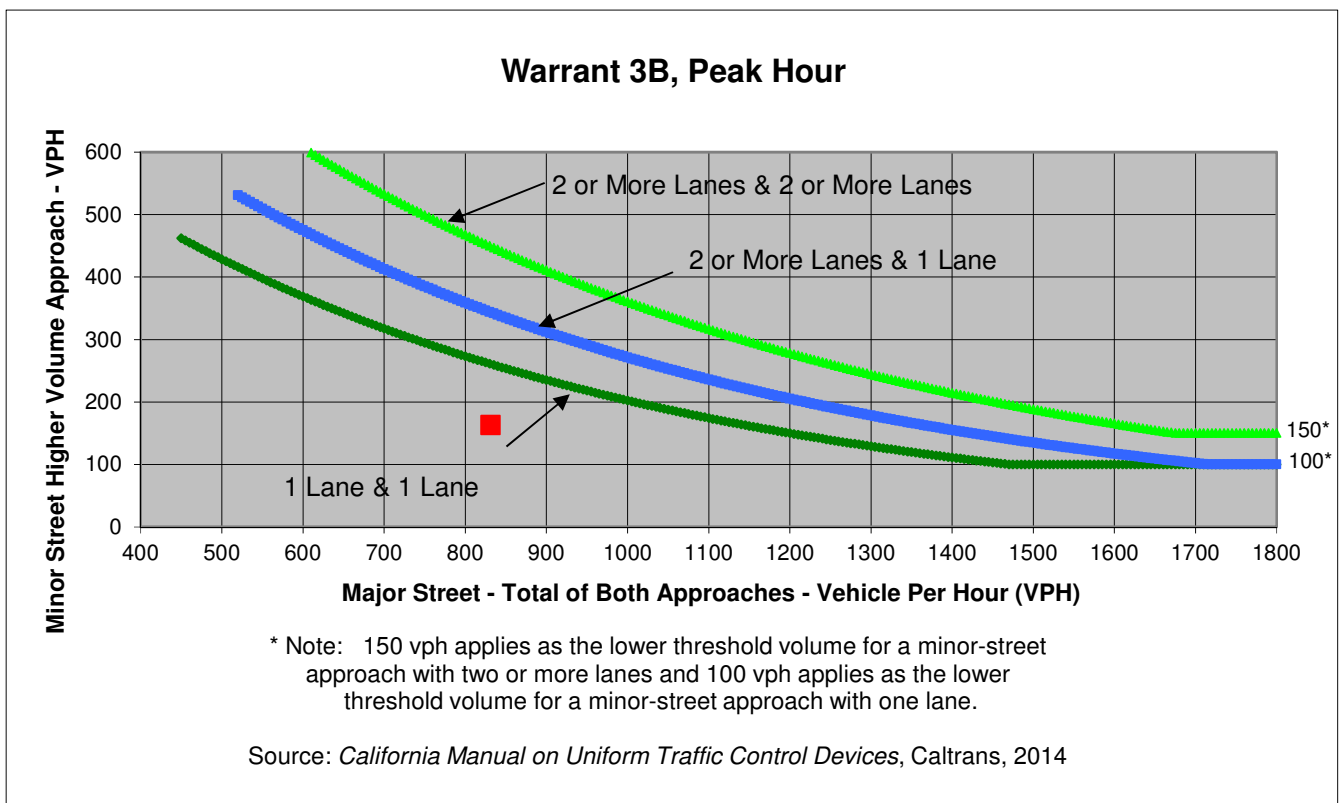
Project Hollywood Center
 Scenario EP_AM Hotel
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	94	6	64	28
Through	269	372	0	0
Right	5	85	99	40
Total	368	463	163	68

Major Street Direction

x	North/South
—	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	NO
Traffic Volume (VPH) *	831	163	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS

Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario EP_AM Hotel
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	94	6	64	28
Through	269	372	0	0
Right	5	85	99	40
Total	368	463	163	68

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	27.9
Approach with Worst Case Delay	EB
Total Vehicles on Approach	163

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
EP_AM Hotel	1.3	163	1,062
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

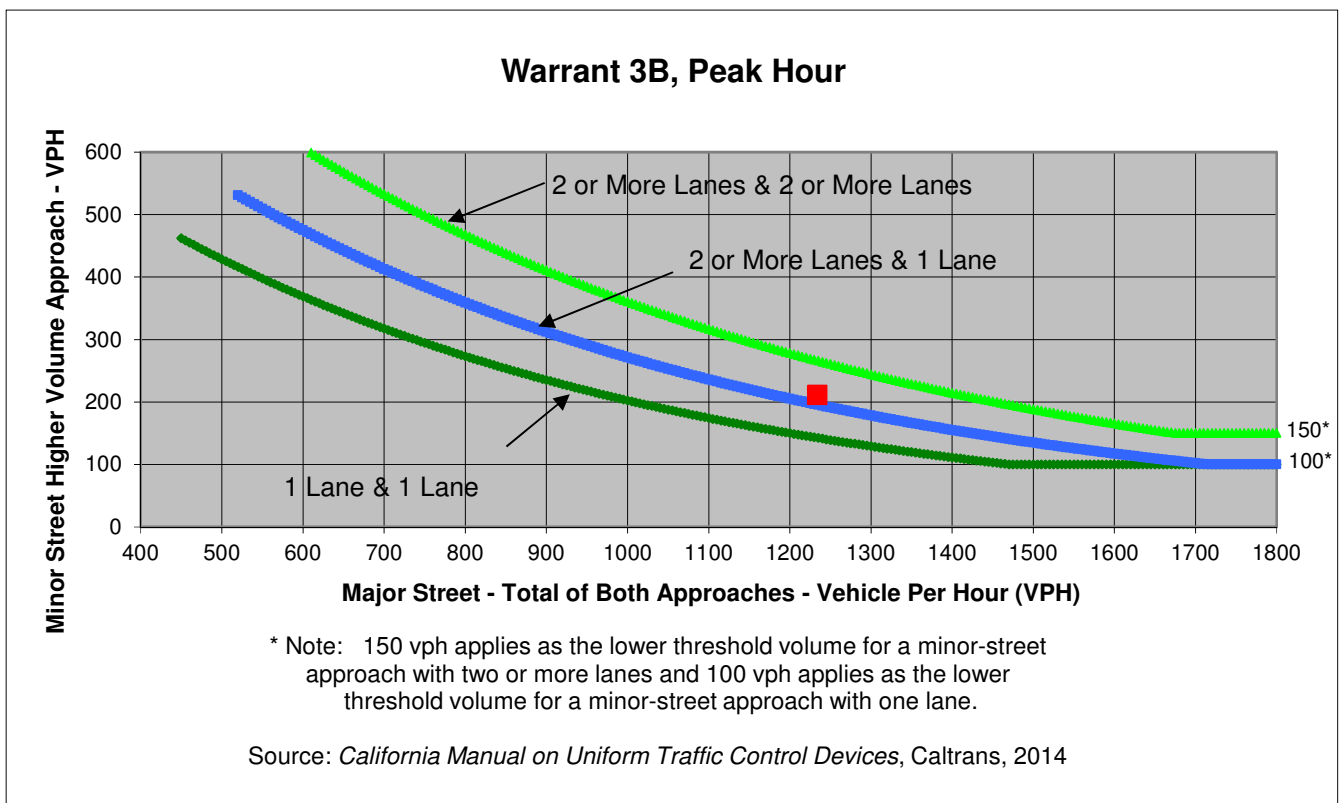
Project Hollywood Center
 Scenario EP_PM Hotel
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	131	21	86	20
Through	731	203	0	0
Right	49	99	125	18
Total	911	323	211	38

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	YES
Traffic Volume (VPH) *	1,234	211	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario EP_PM Hotel
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	131	21	86	20
Through	731	203	0	0
Right	49	99	125	18
Total	911	323	211	38

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	243.6
Approach with Worst Case Delay	EB
Total Vehicles on Approach	211

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
EP_PM Hotel	14.3	211	1,483
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

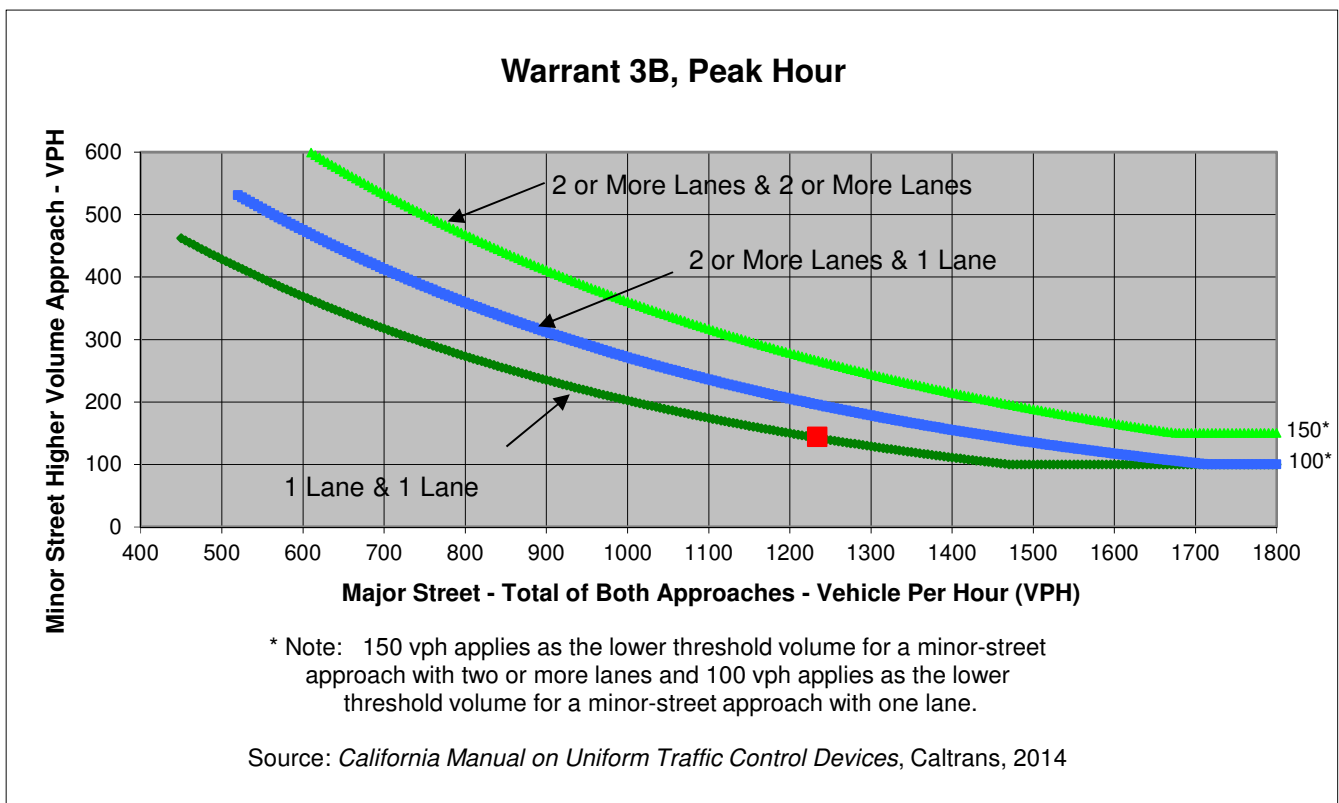
Project Hollywood Center
 Scenario CP2027_AM Residential
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	76	6	57	29
Through	534	539	0	0
Right	5	74	87	41
Total	615	619	144	70

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	NO
Traffic Volume (VPH) *	1,234	144	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS

Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario CP2027_AM Residential
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	76	6	57	29
Through	534	539	0	0
Right	5	74	87	41
Total	615	619	144	70

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	95.5
Approach with Worst Case Delay	EB
Total Vehicles on Approach	144

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
CP2027_AM Residential	3.8	144	1,448
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

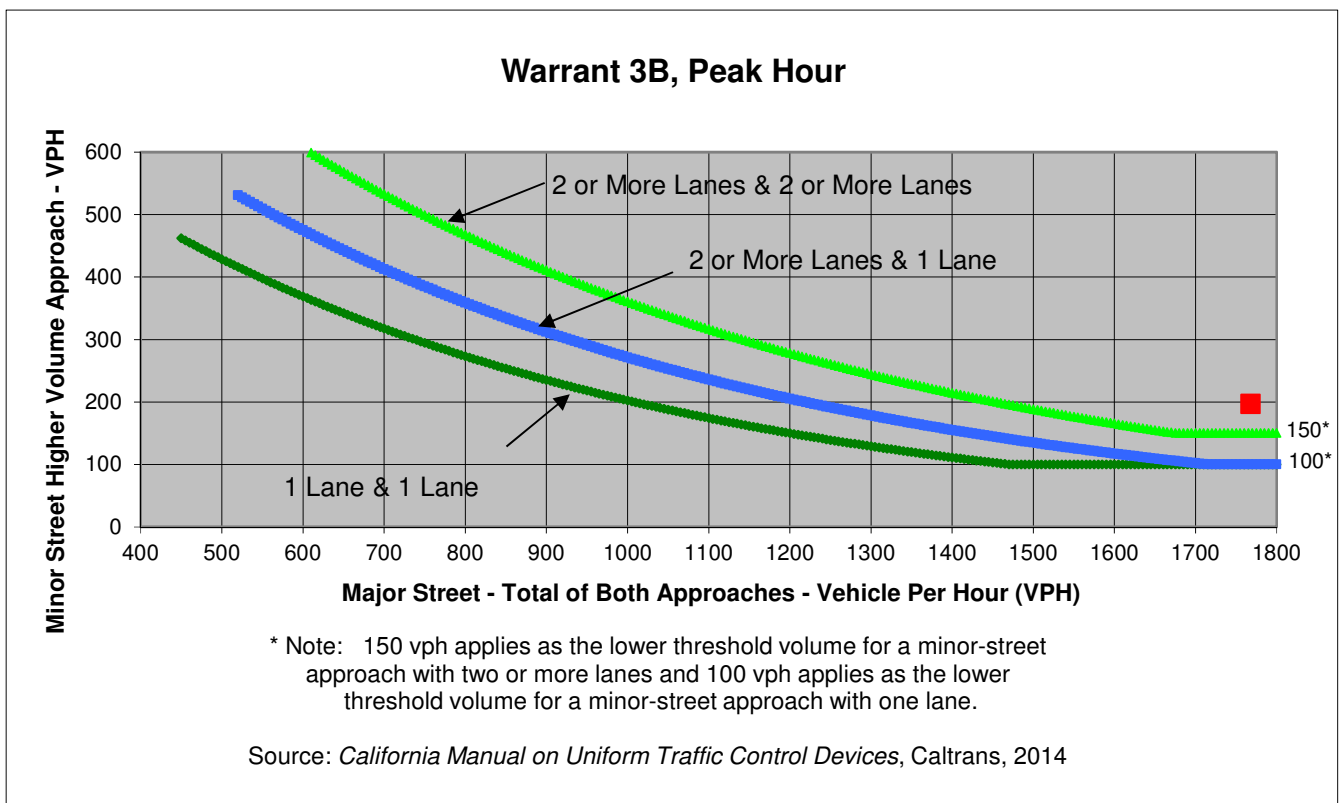
Project Hollywood Center
 Scenario CP2027_PM Residential
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	128	22	81	21
Through	1,118	351	0	0
Right	51	98	116	19
Total	1,297	471	197	40

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	YES
Traffic Volume (VPH) *	1,768	197	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS

Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario CP2027_PM Residential
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	128	22	81	21
Through	1,118	351	0	0
Right	51	98	116	19
Total	1,297	471	197	40

Major Street Direction

<u>x</u>	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1355.4
Approach with Worst Case Delay	EB
Total Vehicles on Approach	197

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
CP2027_PM Residential	74.2	197	2,005
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

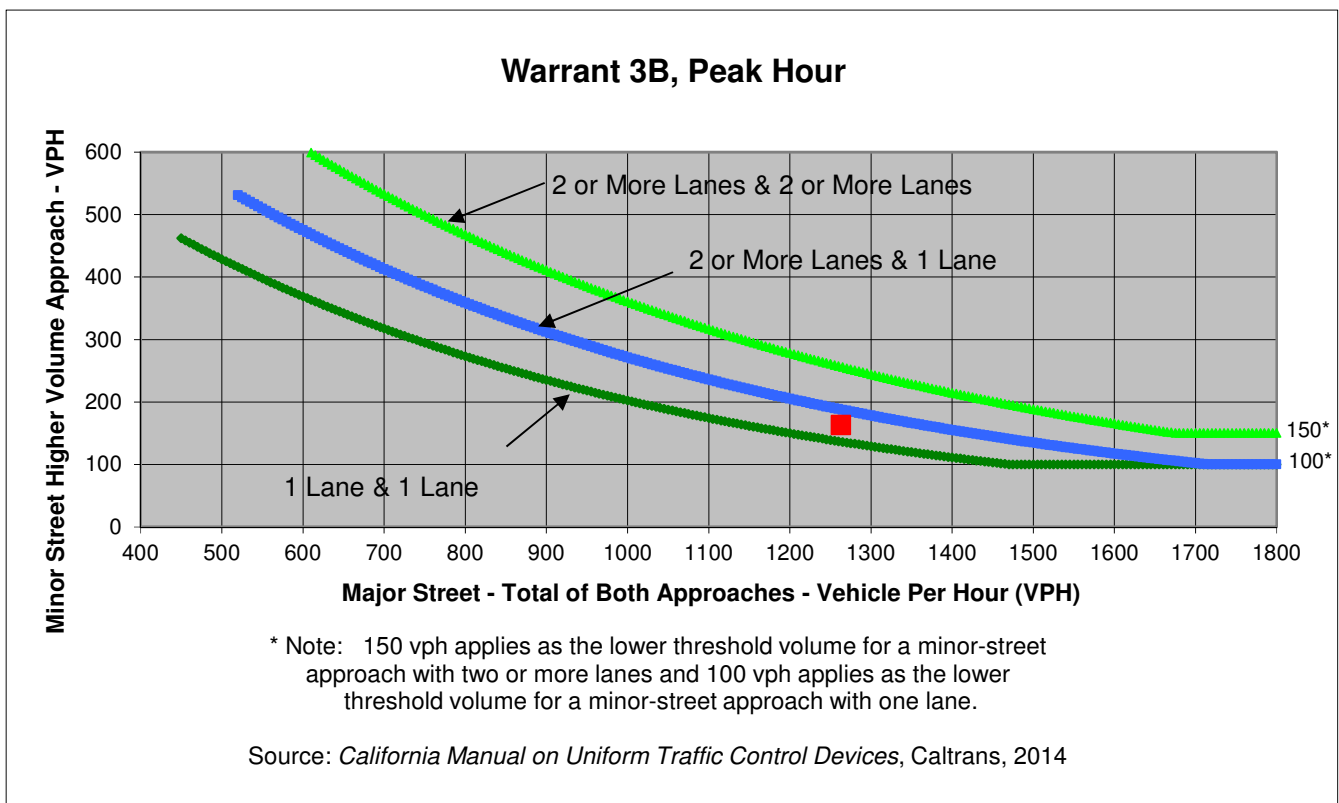
Project Hollywood Center
 Scenario CP2027_AM Hotel
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	94	6	64	29
Through	534	539	0	0
Right	5	85	99	41
Total	633	630	163	70

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	NO
Traffic Volume (VPH) *	1,263	163	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario CP2027_AM Hotel
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	94	6	64	29
Through	534	539	0	0
Right	5	85	99	41
Total	633	630	163	70

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	153.6
Approach with Worst Case Delay	EB
Total Vehicles on Approach	163

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
CP2027_AM Hotel	7	163	1,496
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street	Argyle Ave
Minor Street	Driveway/Carlos Ave

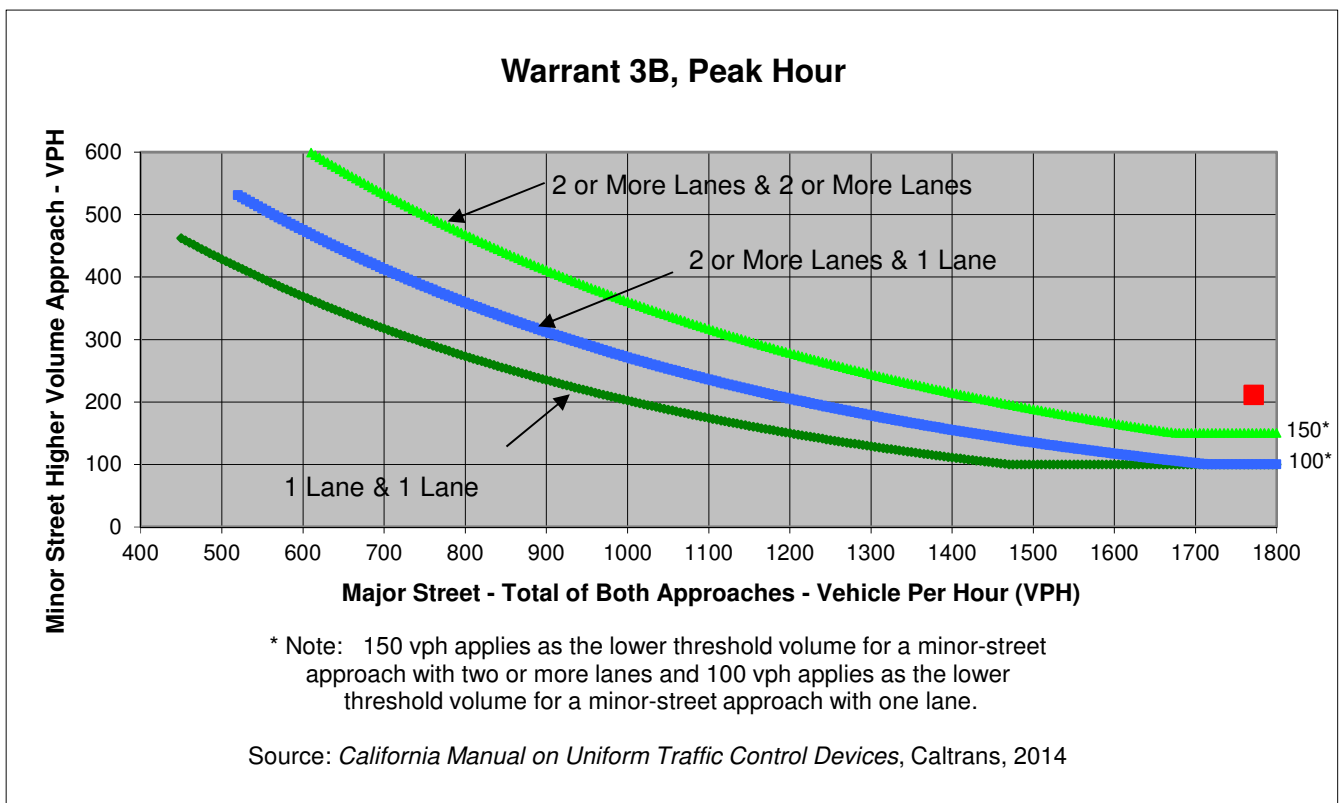
Project	Hollywood Center
Scenario	CP2027_PM Hotel
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	131	22	86	21
Through	1,118	351	0	0
Right	51	99	125	19
Total	1,300	472	211	40

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	YES
Traffic Volume (VPH) *	1,772	211	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS

Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario CP2027_PM Hotel
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	131	22	86	21
Through	1,118	351	0	0
Right	51	99	125	19
Total	1,300	472	211	40

Major Street Direction

<u>x</u>	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1468.2
Approach with Worst Case Delay	EB
Total Vehicles on Approach	211

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
CP2027_PM Hotel	86.1	211	2,023
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

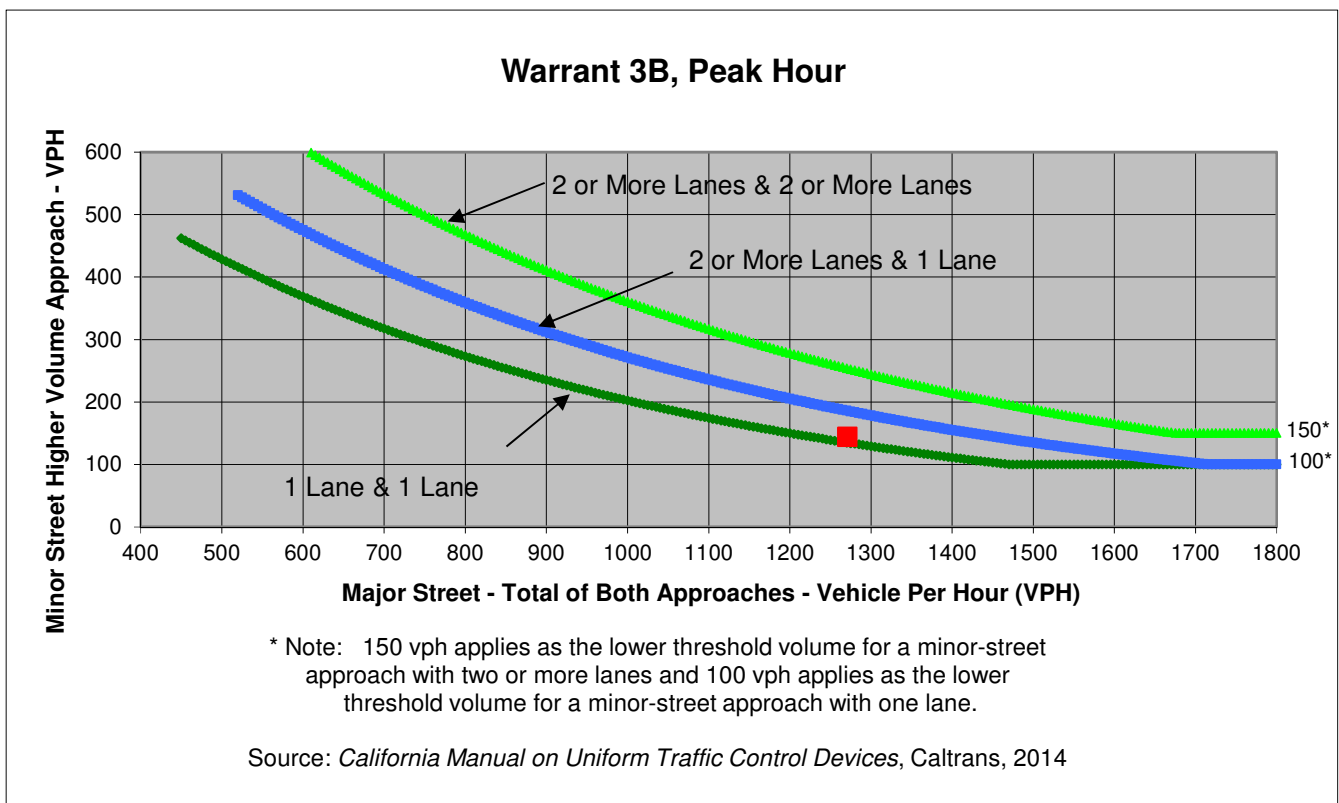
Project Hollywood Center
 Scenario CP2040_AM Residential
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	77	7	57	30
Through	548	559	0	0
Right	5	75	87	44
Total	630	641	144	74

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,271	144	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario CP2040_AM Residential
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	77	7	57	30
Through	548	559	0	0
Right	5	75	87	44
Total	630	641	144	74

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	113.7
Approach with Worst Case Delay	EB
Total Vehicles on Approach	144

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
CP2040_AM Residential	4.5	144	1,489
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

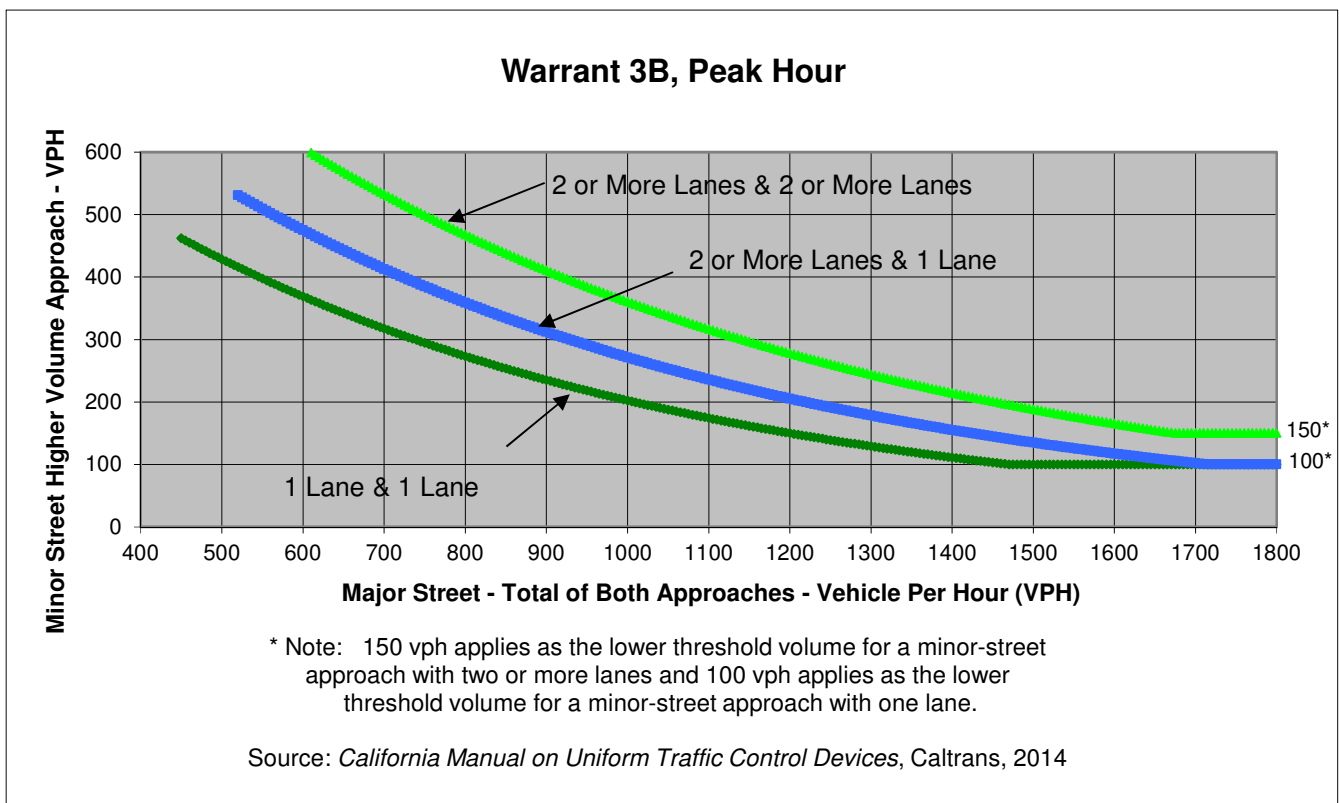
Project Hollywood Center
 Scenario CP2040_PM Residential
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	129	23	82	22
Through	1,156	362	0	0
Right	53	98	117	20
Total	1,338	483	199	42

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	YES
Traffic Volume (VPH) *	1,821	199	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario CP2040_PM Residential
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	129	23	82	22
Through	1,156	362	0	0
Right	53	98	117	20
Total	1,338	483	199	42

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1561.6
Approach with Worst Case Delay	EB
Total Vehicles on Approach	199

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
CP2040_PM Residential	86.3	199	2,062
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

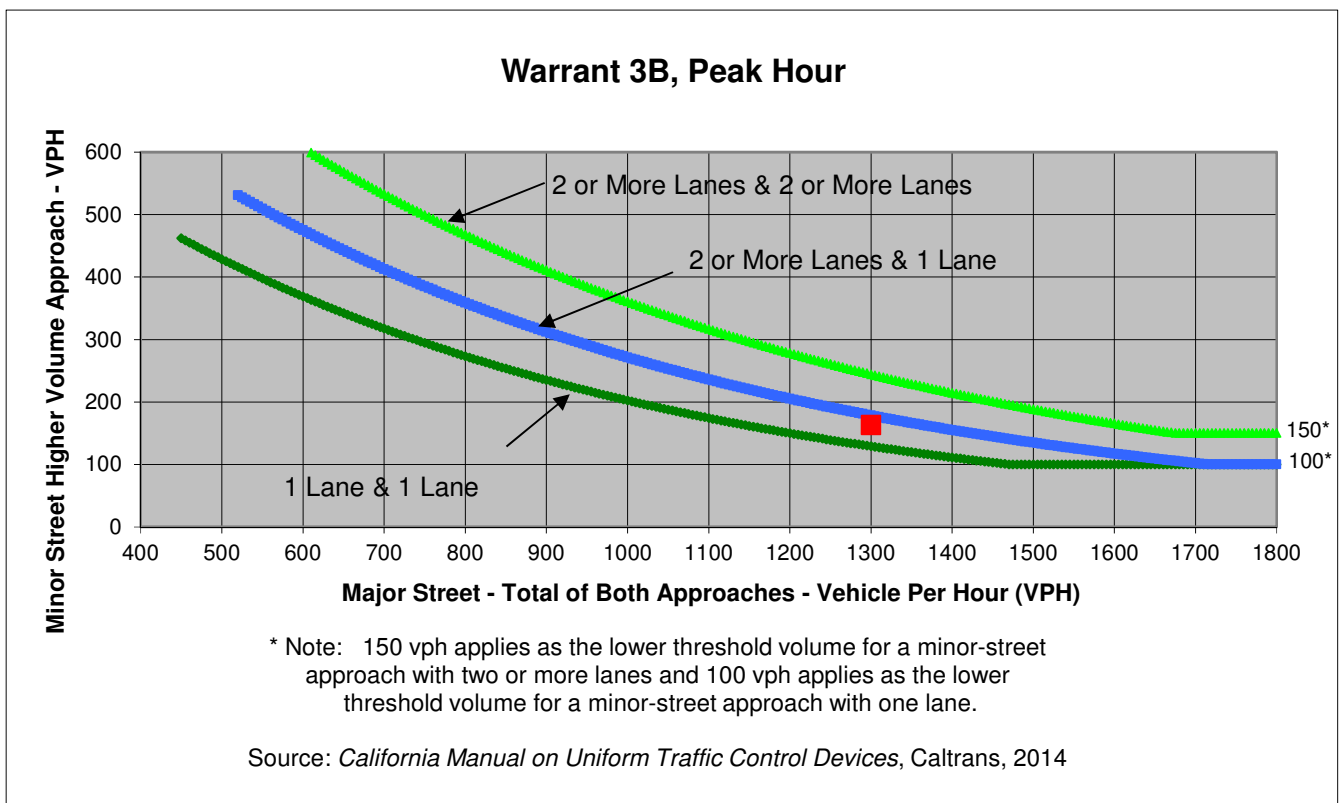
Project Hollywood Center
 Scenario CP2040_AM Hotel
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	95	7	64	30
Through	548	559	0	0
Right	5	86	99	44
Total	648	652	163	74

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,300	163	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario CP2040_AM Hotel
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	95	7	64	30
Through	548	559	0	0
Right	5	86	99	44
Total	648	652	163	74

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	181.5
Approach with Worst Case Delay	EB
Total Vehicles on Approach	163

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
CP2040_AM Hotel	8.2	163	1,537
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

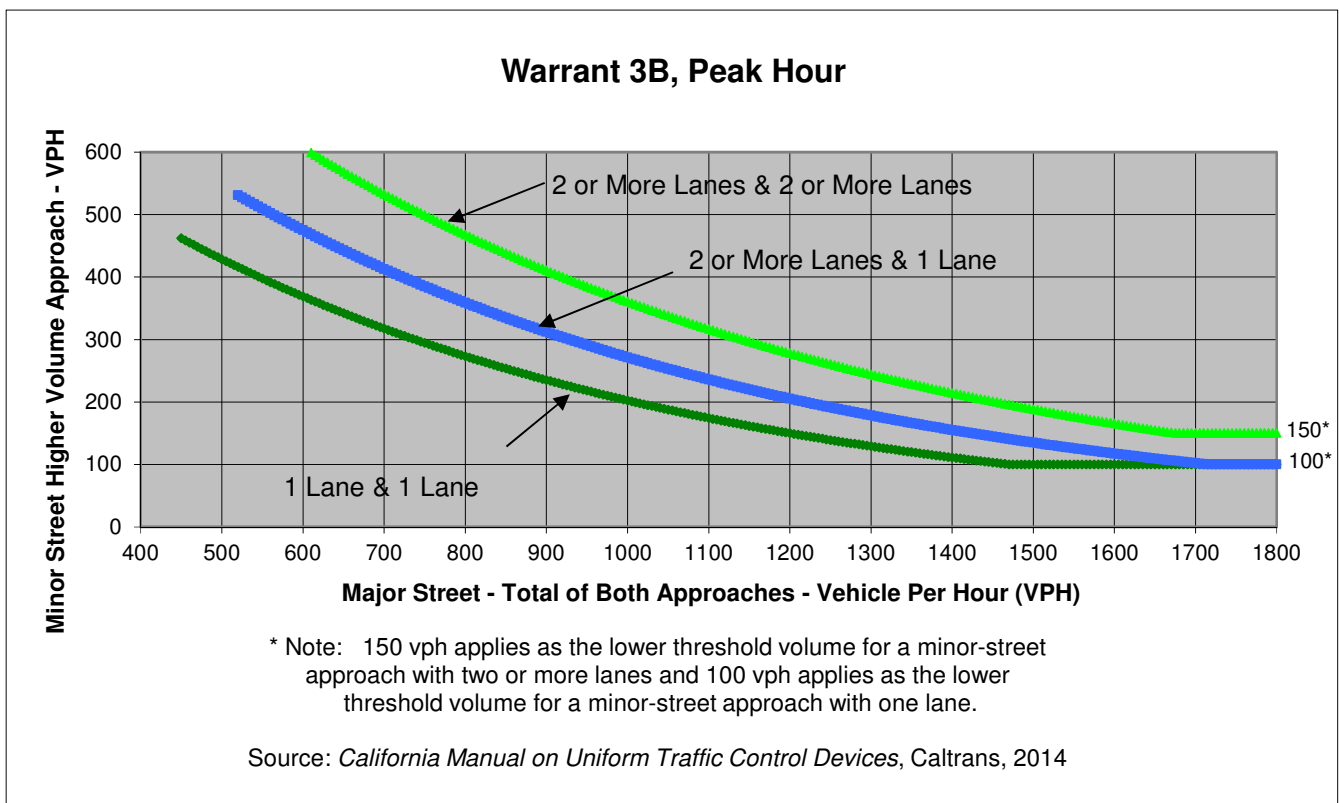
Project Hollywood Center
 Scenario CP2040_PM Hotel
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	132	23	87	22
Through	1,156	362	0	0
Right	53	99	126	20
Total	1,341	484	213	42

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	Argyle Ave	Driveway/Carlos Ave	
Number of Approach Lanes	2	1	YES
Traffic Volume (VPH) *	1,825	213	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Argyle Ave
 Minor Street Driveway/Carlos Ave

Project Hollywood Center
 Scenario CP2040_PM Hotel
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	132	23	87	22
Through	1,156	362	0	0
Right	53	99	126	20
Total	1,341	484	213	42

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1768.4
Approach with Worst Case Delay	EB
Total Vehicles on Approach	213

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
CP2040_PM Hotel	104.6	213	2,080
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		

**TABLE X.1
HOLLYWOOD CENTER
SIGNAL WARRANT ANALYSIS - RESIDENTIAL SCENARIO**

NO.	INTERSECTION	PEAK HOUR	SIGNAL WARRANT MET?					
			EXISTING	EXISTING PLUS PROJECT	FUTURE (2027)	FUTURE (2027) PLUS PROJECT	FUTURE (2040)	FUTURE (2040) PLUS PROJECT
-	Argyle Avenue & Driveway/Carlos Ave	AM	-	NO	-	NO	-	YES
		PM	-	YES	-	YES	-	YES

**TABLE X.2
HOLLYWOOD CENTER
SIGNAL WARRANT ANALYSIS - HOTEL SCENARIO**

NO.	INTERSECTION	PEAK HOUR	SIGNAL WARRANT MET?					
			EXISTING	EXISTING PLUS PROJECT	FUTURE (2027)	FUTURE (2027) PLUS PROJECT	FUTURE (2040)	FUTURE (2040) PLUS PROJECT
-	Argyle Avenue & Driveway/Carlos Ave	AM	-	NO	-	YES	-	YES
		PM	-	YES	-	YES	-	YES

National Data & Surveying Services Intersection Turning Movement Count

Location: Argyle Ave & Carlos Ave
City: Hollywood
Control: No Control

Project ID: 18-0503-01
Date: 02/22/18

NS/EW Str Inter	Bikes																																							
	Argyle Ave						Argyle Ave						Carlos Ave						Carlos Ave						WESTBOUND															
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						WESTBOUND2															
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WR2	E2T	E2L	E2R	E2U	E2T2	E2L2	E2R2	E2U2	W2L	W2T	W2R	W2U	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WR2	E2T	E2L	E2R	E2U	E2T2	E2L2	E2R2	E2U2	W2L	W2T	W2R	W2U	W2T2	W2R2	W2U2	TOTAL
APPROACH S.A.	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5	
PEAK HR	08:45 AM - 10:00 AM																																							
PEAK HR VOL	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.250	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.250
PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						WESTBOUND2															
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WR2	E2T	E2L	E2R	E2U	E2T2	E2L2	E2R2	E2U2	W2L	W2T	W2R	W2U	W2T2	W2R2	W2U2	TOTAL
APPROACH S.A.	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6	
PEAK HR	06:15 PM - 07:00 PM																																							
PEAK HR VOL	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR	0.00	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

Argyle Ave_Pantages alley & Carlos Ave_Data.xlsx

National Data & Surveying Services

Intersection Turning Movement Count

Location: Argyle Ave & Carlos Ave
City: Hollywood

Project ID: 18-05430-001
Date: 6/12/2018

Pedestrians (Crosswalks)

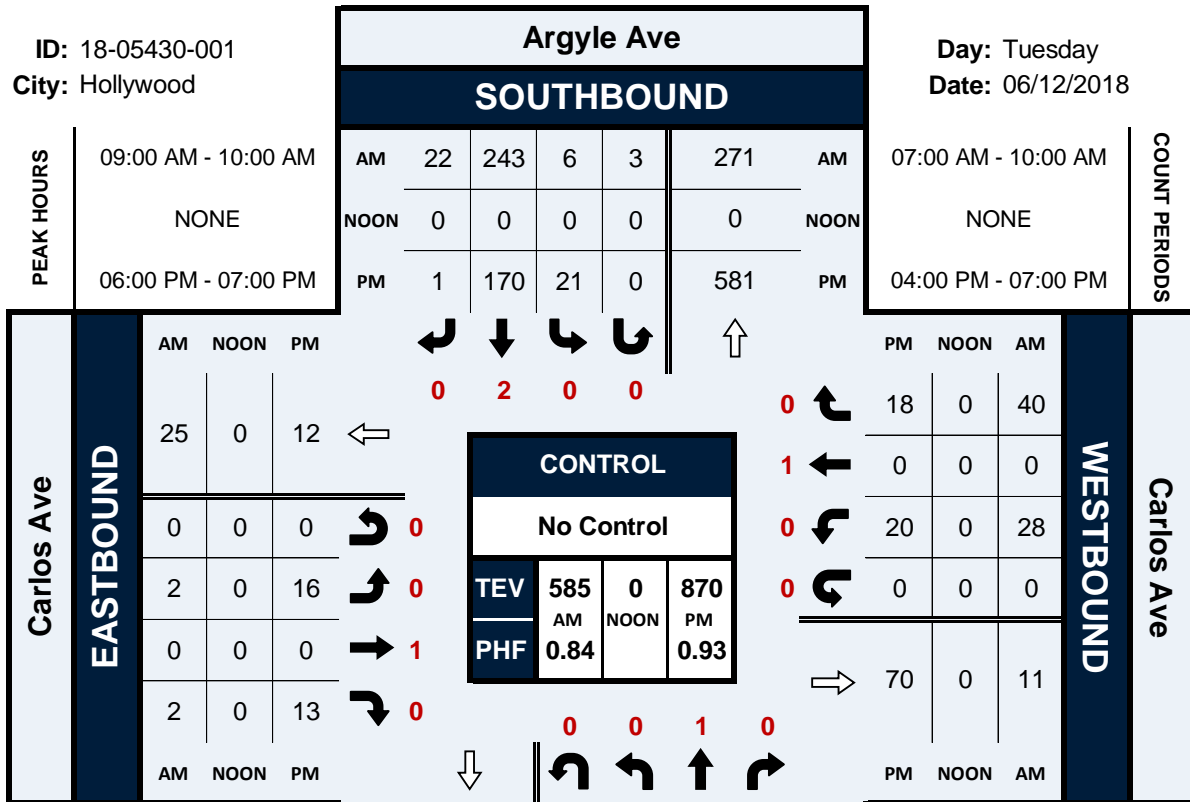
NS/EW Streets:	Argyle Ave		Argyle Ave		Carlos Ave		Carlos Ave						TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		WEST LEG 2		
AM	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	
7:00 AM	1	1	0	2	6	5	1	5	8	11	0	4	44
7:15 AM	0	0	0	0	3	6	2	2	4	7	2	2	28
7:30 AM	0	0	0	1	14	11	2	2	15	12	2	2	61
7:45 AM	0	0	0	0	11	16	4	1	11	18	2	1	64
8:00 AM	0	0	0	0	3	21	2	4	7	22	3	5	67
8:15 AM	0	0	0	1	6	16	2	5	7	22	2	5	66
8:30 AM	0	0	0	1	7	17	1	0	9	17	0	0	52
8:45 AM	0	1	0	0	5	20	3	4	3	26	3	3	68
9:00 AM	0	0	0	0	3	8	1	0	12	19	2	0	45
9:15 AM	0	0	0	3	12	19	0	2	15	19	0	2	72
9:30 AM	0	0	0	4	6	16	2	0	10	23	2	0	63
9:45 AM	0	0	0	1	8	24	0	2	10	29	0	1	75
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	2	0	13	84	179	20	27	111	225	18	25	705
	33.33%	66.67%	0.00%	100.00%	31.94%	68.06%	42.55%	57.45%	33.04%	66.96%	41.86%	58.14%	
PEAK HR :	09:00 AM - 10:00 AM												TOTAL
PEAK HR VOL :	0	0	0	8	29	67	3	4	47	90	4	3	255
PEAK HR FACTOR :			0.500	0.500	0.604	0.698	0.375	0.500	0.783	0.776	0.500	0.375	0.850
					0.750		0.875		0.878		0.875		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		WEST LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	9	10	6	6	10	10	6	6	63
4:15 PM	0	0	0	1	8	7	4	4	13	11	5	2	55
4:30 PM	1	0	0	0	11	23	3	1	13	26	4	1	83
4:45 PM	1	0	0	0	8	7	6	3	14	14	6	4	63
5:00 PM	2	0	0	0	9	14	8	11	13	17	8	13	95
5:15 PM	0	0	0	0	12	13	11	14	15	19	11	11	106
5:30 PM	0	0	0	1	11	9	7	9	12	12	7	9	77
5:45 PM	0	0	0	0	10	11	6	10	13	16	6	7	79
6:00 PM	0	0	0	0	15	14	6	5	26	18	6	5	95
6:15 PM	2	0	0	1	16	24	7	10	24	31	6	8	129
6:30 PM	0	0	0	0	12	14	4	2	20	25	4	1	82
6:45 PM	0	1	0	0	13	20	7	9	14	22	9	8	103
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	6	1	0	3	134	166	75	84	187	221	78	75	1030
	85.71%	14.29%	0.00%	100.00%	44.67%	55.33%	47.17%	52.83%	45.83%	54.17%	50.98%	49.02%	
PEAK HR :	06:00 PM - 07:00 PM												TOTAL
PEAK HR VOL :	2	1	0	1	56	72	24	26	84	96	25	22	409
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.875	0.750	0.857	0.650	0.808	0.774	0.694	0.688	0.793
	0.375		0.250		0.800		0.735		0.818		0.691		

Argyle Ave & Carlos Ave

Peak Hour Turning Movement Count

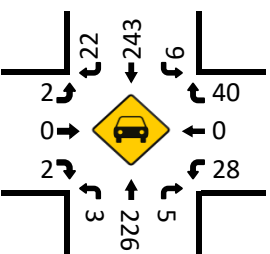
ID: 18-05430-001
City: Hollywood

Day: Tuesday
Date: 06/12/2018

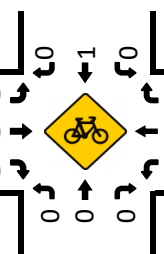


CONTROL		
No Control		
TEV	585	0
	AM	NOON
PHF	0.84	0.93
	AM	PM

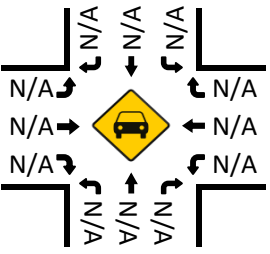
Total Vehicles (AM)



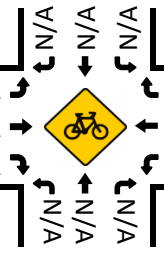
Bikes (AM)



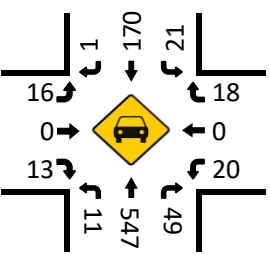
Total Vehicles (Noon)



Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

