From: Eduardo Hermoso <eduardo.hermoso@lacity.org>

**Sent time:** 09/03/2019 12:12:44 PM

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 structue

#### 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

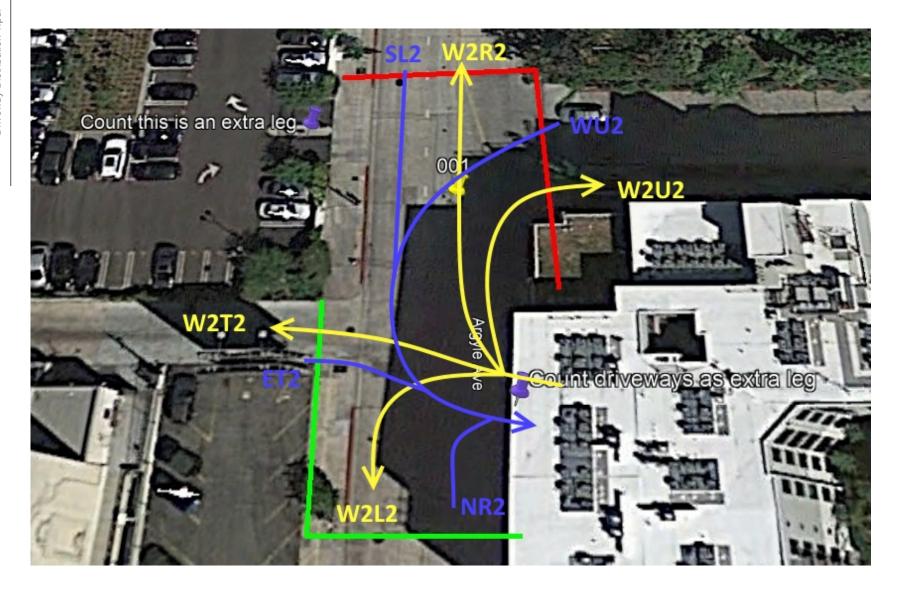
Thanks again for all your help.

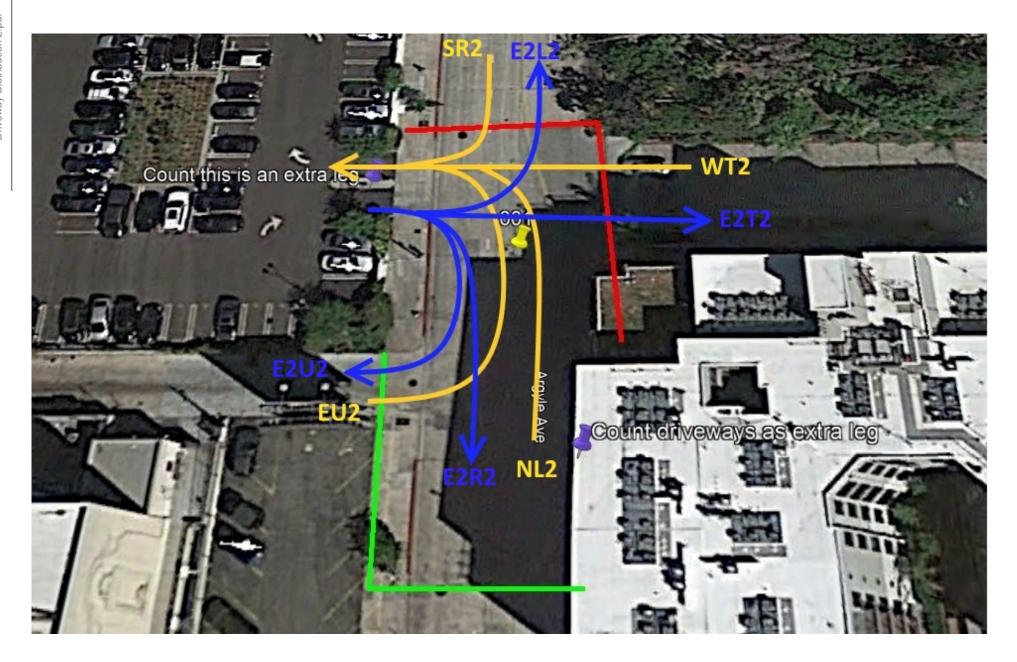


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CONCEPTUAL - NOT FOR CONSTRUCTION

DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED





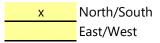
Major Street Argyle Ave
Minor Street Driveway/Carlos Ave

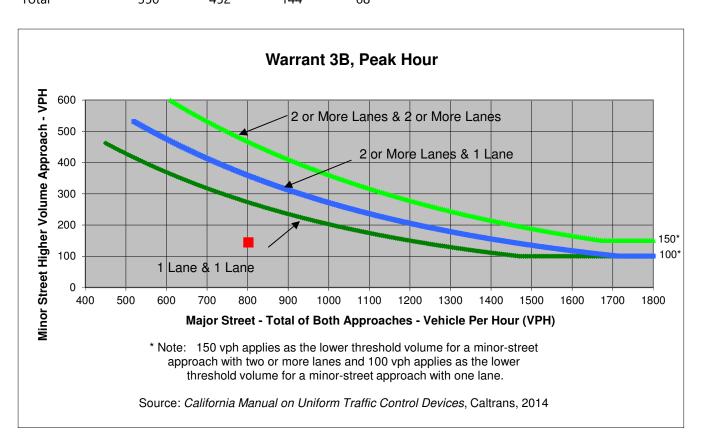
Project Hollywood Center
Scenario EP\_AM Residential
Peak Hour AM

#### **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**





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

Major Street

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Holl Scenario EP\_/ Peak Hour AM

Hollywood Center
EP\_AM Residential

**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

**Total Approaches** 

1 4

Worst Case Delay for Minor Street

23.2	
EB	
144	

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 Residential	0.9	144	1,014		
Limiting Value	4	100	800		
Condition Satisfied?	Not Met	Met	Met		
Warrant Met		<u>NO</u>			

Major Street Minor Street Argyle Ave
Driveway/Carlos Ave

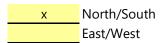
Project Holl Scenario EP\_I Peak Hour PM

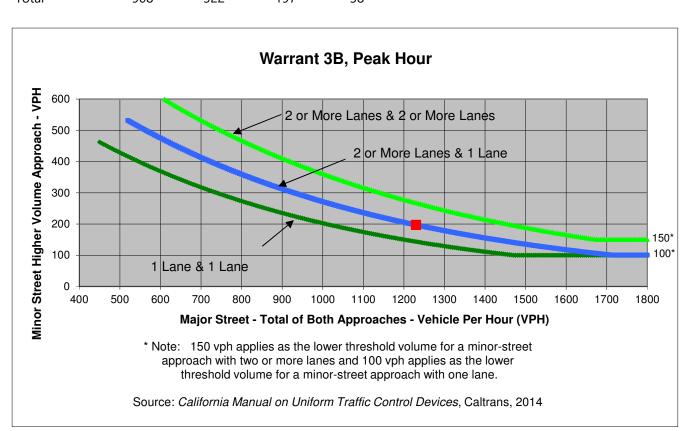
Hollywood Center
EP\_PM Residential
PM

#### **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**





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

**Major Street** 

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Scenario

Hollywood Center **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** 

North/South East/West

**Intersection Geometry** 

Number of Approach Lanes for Minor Street **Total Approaches** 

4

Worst Case Delay for Minor Street

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

210.3 ΕB 197

Warrant 3A, Peak Hour					
	Peak Hour Delay on Minor Approach (vehicle-hours)  Peak Hour Volume 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		YES			

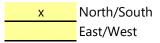
Major Street Argyle Ave
Minor Street Driveway/Carlos Ave

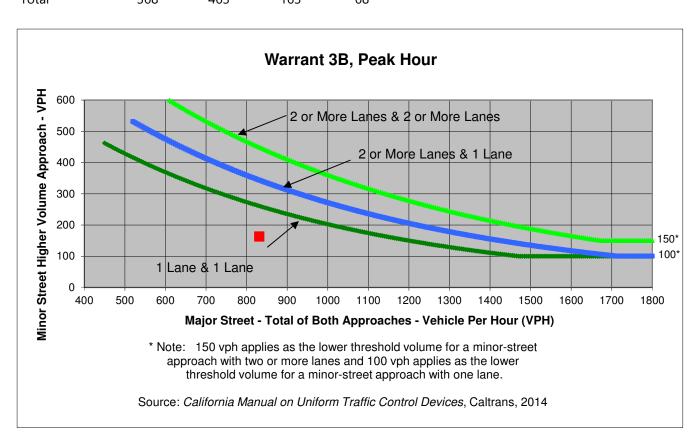
Project Hollywood Center
Scenario EP\_AM Hotel
Peak Hour AM

#### **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**





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

**Major Street** 

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Scenario

Hollywood Center 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** 

North/South East/West

**Intersection Geometry** 

Number of Approach Lanes for Minor Street **Total Approaches** 

4

Worst Case Delay for Minor Street

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

27.9 ЕВ 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>			

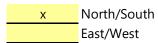
**Major Street** Minor Street Argyle Ave Driveway/Carlos Ave Project Scenario

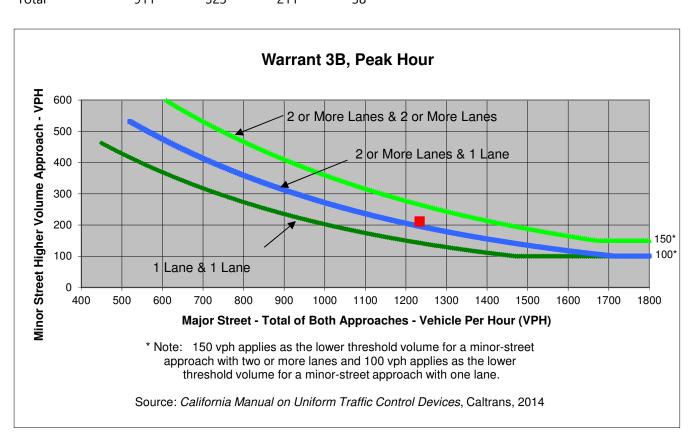
Hollywood Center **EP PM Hotel** Peak Hour PM

#### 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**





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

**Major Street** 

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Scenario

Hollywood Center 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** 

North/South East/West

**Intersection Geometry** 

Number of Approach Lanes for Minor Street

**Total Approaches** 

4

Worst Case Delay for Minor Street

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

243.6 ЕВ 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		YES			

Major Street Minor Street Argyle Ave
Driveway/Carlos Ave

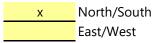
Project Holl Scenario CP2
Peak Hour AM

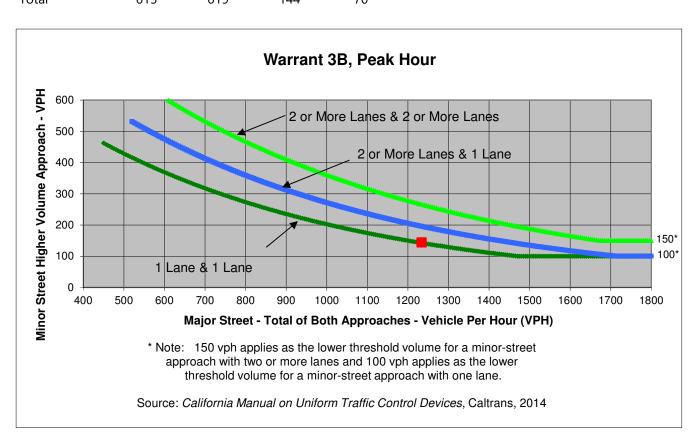
Hollywood Center
CP2027\_AM Residential

#### **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	1///	70

#### **Major Street Direction**





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

Major Street

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Holl Scenario CP2 Peak Hour AM

Hollywood Center

CP2027\_AM Residential

**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

**Total Approaches** 

1 4

Worst Case Delay for Minor Street

95.5
EB
144

Warrant 3A, Peak Hour					
	Peak Hour Delay on Minor Approach (vehicle-hours)  Peak Hour Volume Peak Hour Entering Volume Serviced (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 Minor Street Argyle Ave
Driveway/Carlos Ave

Project Scenario Peak Hour Hollywood Center

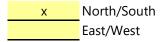
CP2027\_PM Residential

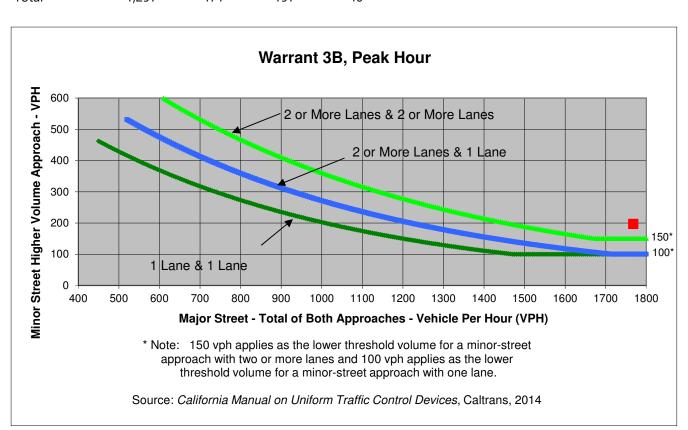
PM

**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**





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

Major Street

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Holl Scenario CP2 Peak Hour PM

Hollywood Center
CP2027\_PM Residential

#### **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	<i>4</i> 71	197	40

#### **Major Street Direction**

Х	North/South	
	East/West	

**Intersection Geometry** 

Number of Approach Lanes for Minor Street

**Total Approaches** 

1 4

Worst Case Delay for Minor Street

1355.4
EB
197

Warrant 3A, Peak Hour					
	Peak Hour Delay on Minor Approach (vehicle-hours)  Peak Hour Delay on Peak Hour Volume Peak Hour Ent On Minor Approach (vph)  Volume Service (vph)				
CP2027_PM Residential	74.2	197	2,005		
Limiting Value	4	100	800		
Condition Satisfied?	Met	Met	Met		
Warrant Met		YES			

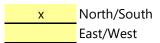
Major Street Argyle Ave
Minor Street Driveway/Carlos Ave

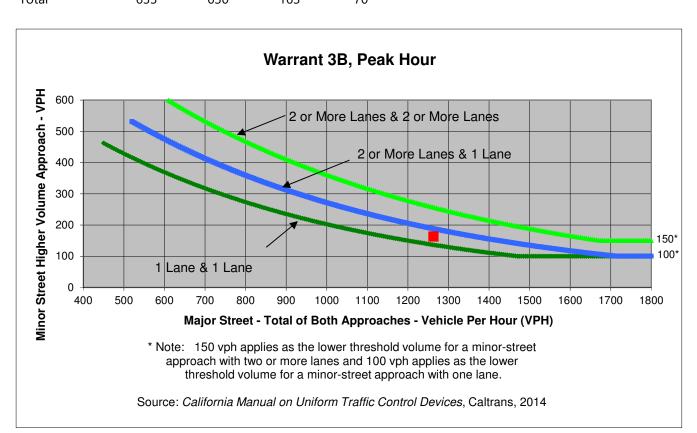
Project Hollywood Center
Scenario CP2027\_AM Hotel
Peak Hour AM

#### **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**





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

Major Street

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Holl Scenario CP2 Peak Hour AM

Hollywood Center
CP2027\_AM Hotel

**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

**Total Approaches** 

1 4

Worst Case Delay for Minor Street

153.6	
EB	
163	

Warrant 3A, Peak Hour				
	Peak Hour Delay on Minor Approach (vehicle-hours)  Peak Hour Volume Peak Hour En Volume Service (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

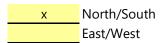
Scenario CP2027\_PM Hotel

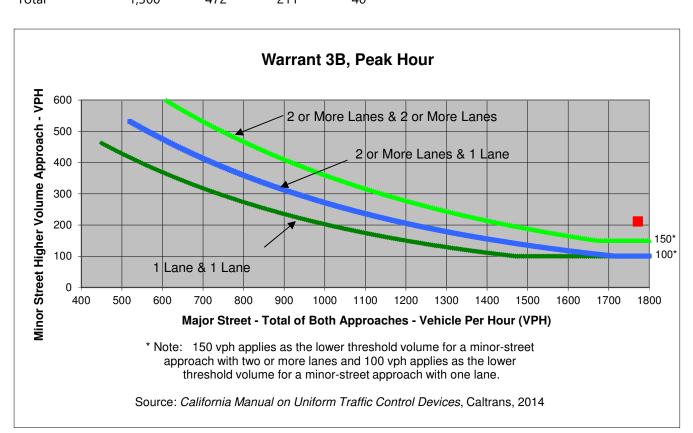
Peak Hour PM

#### **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**





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

**Major Street** 

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Scenario

Hollywood Center 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** 

North/South East/West

#### **Intersection Geometry**

Number of Approach Lanes for Minor Street **Total Approaches** 

1	
4	

#### Worst Case Delay for Minor Street

1468.2
EB
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		YES		

Major Street Minor Street Argyle Ave
Driveway/Carlos Ave

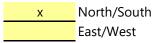
Project Holl Scenario CP2
Peak Hour AM

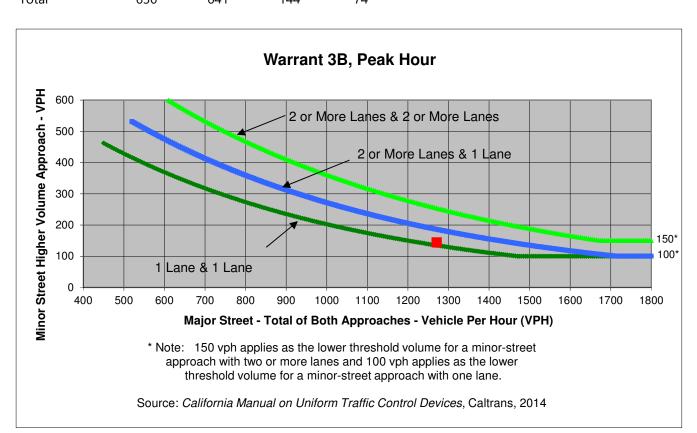
Hollywood Center
CP2040\_AM Residential

#### **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**





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

Major Street

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Holl Scenario CP2 Peak Hour AM

Hollywood Center
CP2040\_AM Residential

**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

**Total Approaches** 

1 4

Worst Case Delay for Minor Street

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

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_AM Residential	4.5	144	1,489	
Limiting Value	4	100	800	
Condition Satisfied?	Met	Met	Met	
Warrant Met		YES		

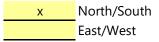
**Major Street** Minor Street Argyle Ave Driveway/Carlos Ave Project Scenario Peak Hour PM

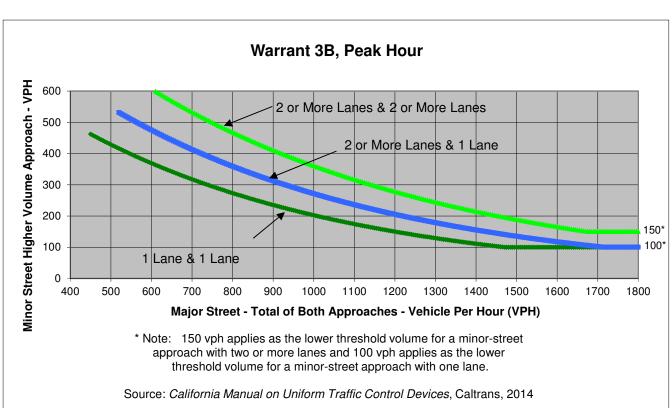
Hollywood Center CP2040 PM Residential

#### 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**





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

\* 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 Holl Scenario CP2 Peak Hour PM

Hollywood Center
CP2040\_PM Residential

**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 Total Approaches

treet 1

Worst Case Delay for Minor Street

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

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 Residential	86.3	199	2,062	
Limiting Value	4	100	800	
Condition Satisfied?	Met	Met	Met	
Warrant Met		YES		

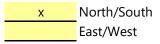
Major Street Argyle Ave
Minor Street Driveway/Carlos Ave

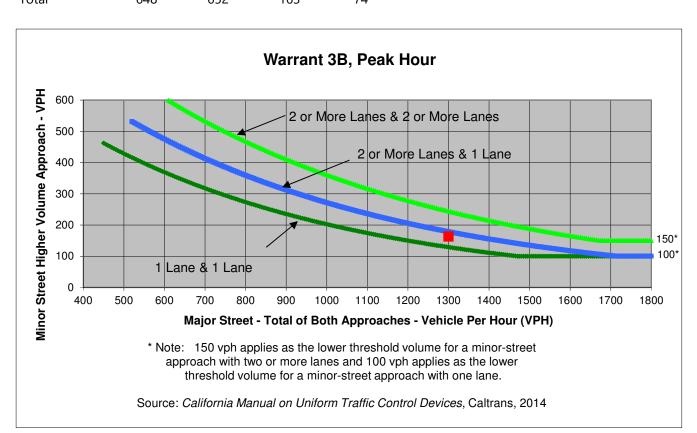
Project Hollywood Center
Scenario CP2040\_AM Hotel
Peak Hour AM

#### **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**





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

**Major Street** 

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Scenario

Hollywood Center 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** 

North/South East/West

**Intersection Geometry** 

Number of Approach Lanes for Minor Street

**Total Approaches** 

Worst Case Delay for Minor Street

181.5
EB
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)							
CP2040_AM Hotel	8.2	163	1,537							
Limiting Value	4	100	800							
Condition Satisfied?	Met	Met	Met							
Warrant Met		YES								

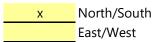
**Major Street** Minor Street Argyle Ave Driveway/Carlos Ave Project Scenario Peak Hour PM

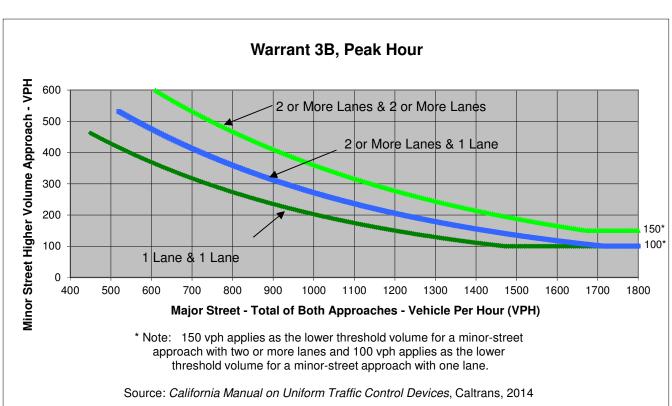
Hollywood Center CP2040 PM Hotel

#### 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**





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

Major Street

Argyle Ave

Minor Street Driveway/Carlos Ave

Project Holl Scenario CP2 Peak Hour PM

Hollywood Center
CP2040\_PM Hotel

#### **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 3//1	181	213	12

**Major Street Direction** 

x North/South East/West

#### **Intersection Geometry**

Number of Approach Lanes for Minor Street Total Approaches 1 4

#### Worst Case Delay for Minor Street

1768.4
EB
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	YES													

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

NO.	INTERSECTION	PEAK HOUR	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

				SIGNAL WARRANT MET?											
NO.	INTERSECTION	PEAK HOUR	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

Leadine: Argile Area & Carica Area
Cline Holmood
Cline Holmood
Date: 40/2/2016
Date: 40/2/2016

Control:	No Control																		Total																Date: 6	J12/2018		
NS/EW Streets:			Argyle Ave						Argyle	Ave			Carlos Ave							Carlos	Ave																	
AM	0 NL	1 NT	NORTHBOU 0 NR N	0	0 NL2	0 NR2	0 SL	2 ST	SOUTHB 0 SR	O SU	0 SL2	0 SR2	0 EL	1 ET	EAST 0 ER	BOUND 0 EU	0 ET2	0 EU2	0 WL	1 WT	WESTB 0 WR	OUND 0 WU	0 WT2	0 WU2	0 EZT	0 E2U	0 E2L2	0 EZT2	0 E2R2	0 E2U2	0 W2L	0 W2T	0 W2U	WESTBOUND 0 WZL2	0 WZT2	0 W2R2	0 W2U2	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM	0 0 0 2	23 46 38 37	2 0 3 2	2 1 0	0 0 2	17 3 2 4		28 22 32 39	1 1 0		7 2 0 2	0 1 1	0 0		0	0		0	2 3 9 7		3 4 11 10	0	0		0	0	0	0	0	0		0	0	14 0 4 6	0	7 2 1		105 84 104 127
8:00 AM 8:15 AM 8:30 AM 8:45 AM	1 1 1	69 65 46	1 1 0	0 0 3 2	0 0 4	17 13 8 6	0 0 1	66 53 69 56	2 3 8		6 13 6 4	1 0 2 3	0 2 0	0	1 0 1	0	0	0	3 9 6 5		9 10 5 5	0	0	0 0 0	0	0	0 0	0	0	0		0	0	5 11 3 6	0 0 0	10 10 5 4	0	175 171 167 151
9:00 AM 9:15 AM 9:30 AM 9:45 AM	1 1 0 1	54 54 47 71	0 3 0 2	1 0 1 3	0 4 4 0	10 28 12 12	1 1 3 1	65 61 59 58	5 10 2 5	0 0 1 2	5 15 5 4	3	1 0 0	0	1 0 0	0	0 0 0	0 0 0	7 6 12 3	0	9 11 12 8	0	0	0000	0 0 0	0	0	0	0 0 0	0		0 0	0 0	4 7 6 3	0 0	2 21 5 3	0	171 224 172 183
TOTAL VOLUMES : APPROACH %'s :	NL 8 1.08%		NR N 16 : 2.16% 1		NL2 15 2.02%	NR2 132 17.79%	SL 9 1.19%	ST 608 80.42%	SR 46 6.08%	SU 3 0.40%	SL2 69 9.13%	SR2 21 2.78%	EL 5 50.00%	ET 0 0.00%	ER 4 40.00%	EU 0 0.00%	ET2 1 10.00%	EU2 0 0.00%	WL 72 42.60%	WT 0 0.00%	WR 97 57.40%	WU 0 0.00%	WT2 0 0.00%	WU2 0 0.00%	E2T 0 0.00%	E2U 0 0.00%	E2L2 2 66.67%	E2T2 0 0.00%	E292 1 33.33%	E2U2 0 0.00%	W2L 0 0.00%	W2T 0 0.00%	W2U 0 0.00%	W2L2 69 44.81%	W2T2 1 0.65%	84	0.00%	TOTAL 1834
PEAK HR VOL: PEAK HR FACTOR:	3 0.750	226 0.796	5 ! 0.417 0. 0.858		8 0.500	62 0.554	6 0.500	243 0.935	22 0.550 0.88	3 0.375	29 0.483	13 0.650	2 0.500	0.000	0.500 0.4	0 0.000	1 0.250	0.000	28 0.583	0.000	40 0.833 0.70	0 0.000 38	0.000	0.000	0.000	0.000	0.000	0.000	1 0.250	0.000	0.000	0.000	0.000	20 0.714 0.455	0.000	31 0.369	0	750 0.837
PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 NL 0 1	1 NT 112 108 96 90	NORTHBOU NR N 3 7 6	0	0 NL2 0 0	0 NR2 4 10 7	0 SL 2 5 0	2 ST 38 27 44 39	SOUTHB 0 SR 1 0	SU 1 0 0	0 SL2 1 0	0 SR2 0 1 0	0 EL 1 2 2	1 ET 0 0	EAST 0 ER 3 0 2	BOUND 0 EU 0 0	0 ET2 0 0	0 EU2 1 0	0 WL 4 2 3	1 WT 0 0	WESTB 0 WR 7 0 3	OUND 0 WU 0 0 0	0 WT2 0 0	0 WU2 0 0	0 E2T 0 0	0 E2U 0 0	0 E2L2 1 0 1	0 EZT2 0 0 0	0 E2R2 0 0 1	0 E2U2 0 1 0	0 W2L	0 W2T 0 0	0 W2U 0 0	WZL2 2 7 6	0	0 W2R2 5 7 9	0	TOTAL 187 179 183 170
5:00 PM 5:15 PM 5:30 PM 5:45 PM	3 1 1	135 127 143 136	8 10 8	0 2 1	1 0 1	8 4 12 6	9 0 7	40 48 34	0 0 1	0	0 1 3	0 1 1	1 0 2	0	1 1 3 3	0	1 0 2	0	4 2 6	0	2 5 4	0 1 0	0	0000	0	0	2 4 4	0	0 0 1	0 0 0		0	0	5 1 13	0 0	6 6 6	0	228 214 251 244
6:00 PM 6:15 PM 6:30 PM 6:45 PM	3 1 1 6	151 124 139 133	17 7 14 11	2 2 0	1 0 1 0	16 30 18 22	1 8 7 5	37 42 54 37	0 0 0	0	6 6 3 9	0 1 0 1	6 1 5 4	0	3 6 3 1	0	0	0	2 2 11 5	0	3 4 9 2	0	0	0000	0 0 0	0	5 2 2 1	0	5 5 3 0	0		0 0	0	4 8 5 8	0	8 11 12 10	0	270 260 287 256
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 19 1.07%	NT 1494 83.65%	109	IU I3 .73%	NL2 5 0.28%	NR2 144 8.12%	SL 51 8.57%	ST 494 83.03%	SR 6 1.01%	SU 1 0.17%	SL2 35 5.88%	SR2 8 1.34%	EL 27 42.86%	ET 0 0.00%	ER 27 42.86%	EU 0 0.00%	ET2 6 9.52%	EU2 3 4,76%	WL 46 48.42%	WT 0 0.00%	WR 48 50.53%	WU 1 1.05%	WT2 0 0.00%	WU2 0 0.00%	E2T 0 0.00%	E2U 0 0.00%	E2L2 25 60.98%	E2T2 0 0.00%	E2R2 15 36.59%	E2U2 1 2.44%	W2L 0 0.00%	W2T 0 0.00%	W2U 0 0.00%	W2L2 65 40.37%	W2T2 2 1.24%	94	0.00%	TOTAL 2729 TOTAL
PEAK HR VOL: PEAK HR FACTOR:	11 0.458	547 0.906	49 4 0.721 0.		2 0.500	86 0.717	21 0.656	170 0.787	1 0.250 0.85	0.000	24 0.667	2 0.500	16 0.667	0.000	13 0.542	0 0.000	0.000	0.000	20 0.455	0.000	18 0.500	0.000	0.000	0.000	0.000	0.000	10 0.500	0.000	13 0.650	0.000	0.000	0.000	0.000	25 0.781 0.868	0.000		0	1073 0.935

### National Data & Surveying Services Intersection Turning Movement Count

Location: City: Control:	Holly wood		re																Bikes															Pr	oject ID: Date:	18-05430-00: 6/12/2018	11	
NS/EW Streets:			Argyle	Ave					Argyle	Ave					Cario	s Ave					Carlo	s Ave																i
AM	0 NL	1 NT	NORTH 0 NR	BOUND 0 NU	0 NL2	0 NR2	0 SL	2 ST	SOUTH 0 SR	BOUND 0 SU	0 SL2	0 SR2	0 EL	1 ET	EAST 0 ER	BOUND 0 EU	0 ET2	0 EU2	0 WL	1 WT	WEST 0 WR	BOUND 0 WU	0 WT2	0 WU2	0 E2T	0 EZU	0 E2L2	0 EZT2	0 E282	0 E2U2	0 W2L	0 W2T	0 W2U	VESTBOUND 0 WZL2	0 W2T2	0 W282	0 W2U2	TOTAL
7:00 AM 7:15 AM 7:30 AM 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
8:00 AM 8:15 AM 8:30 AM 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
9:00 AM 9:15 AM 9:30 AM 9:45 AM	0	0 0	0 0	0	0	0	0	0 0 1	0 0	0	0	0000	0	0	0	0	0	0	0	0	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 0
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	NT 1 100.00%	NR 0 0.00%	NU 0 0.00%	NL2 0 0.00%	NR2 0 0.00%	SL 0 0.00%	ST 4 100.00%	SR 0 0.00%	SU 0 0.00%	SL2 0 0.00%	SR2 0 0.00%	EL 0	ET 0	ER 0	EU 0	ET2 0	EU2 0	WL 0	WT 0	WR 0	WU 0	WT2 0	WU2 0	E2T 0	E2U 0	E2L2 0	E2T2 0	E2R2 0	E2U2 0	W2L 0	W2T 0	W2U 0	W2L2 0	WZT2 0	W2R2 0	W2U2 0	TOTAL 5
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0.000	0.000	0 0.000	0 0.000	0.000	0.000	0.000	1 0.250	0 0.000 0.2	0 0.000 50	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	1 0.250
PM	0	1 NT	NORTH 0	BOUND	0	0 NR2	0	2	SOUTH 0	BOUND	0 512	0	0	1	EAST 0	BOUND	0 FT2	0 FII2	0	1 WT	WEST 0	BOUND	0	0 WII2	0	0 F2U	0	0	0 F2R2	0 F2U2	0	0 W2T	0	VESTBOUND	0 W7T2	0 W282	0 W2H2	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM	0	0	0	0	0	0	0	0 0 2 0	0	0	0	0 0 0	0	0	0	0	0	0	0 0 0	0		0	0	0	0000	0	0	0 0	0	0		0	0	0	0	0	0	0 0 2 0
5:00 PM 5:15 PM 5:30 PM 5:45 PM	0	0	0	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	0	0 0 0	0	0	0 1 0
6:00 PM 6:15 PM 6:30 PM 6:45 PM	0	0 1 0 1	0	0	0	0000	0	0 0 1	0	0	0	0000	0	0	0	0	0	0	0	0		0	0		0	0	0	0	0	0		0	0	0	0	0	0000	0 1 1
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	NT 2 100.00%	NR 0 0.00%	NU 0 0.00%	NL2 0 0.00%	NR2 0 0.00%	SL 0 0.00%	ST 4 100.00%	SR 0 0.00%	SU 0 0.00%	SL2 0 0.00%	SR2 0 0.00%	EL 0	ET 0	ER 0	EU 0	ET2 0	EU2 0	WL 0	WT 0	WR 0	WU 0	WT2 0	WU2 0	E2T 0	E2U 0	E2L2 0	E2T2 0	E2R2 0	E2U2 0	W2L 0	W2T 0	W2U 0	W2L2 0	W2T2 0	W2R2 0	W2U2 0	TOTAL 6
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0.00	2 0.500	0 0.000 0.50	0.000	0.000	0.000	0.000	1 0.250	0 0.000	0 0.000 50	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	TOTAL 3 0.750

#### 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)** 

					Peae	strians	Crossw	aiks)					_
NS/EW Streets:		e Ave	5,	le Ave	Carlo		Carlo						
AM		'H LEG	SOUT	'H LEG	EAST	LEG		T LEG	EAST	LEG 2		LEG 2	
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
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
					ND	on.							TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	1 33.33%	2 66.67%	0 0.00%	13 100.00%	84 31.94%	179 68.06%	20 42.55%	27 57.45%	111 33.04%	225 66.96%	18 41.86%	25 58.14%	705
APPROACH %'s:			0.00%	100.00%	31.94%	68.06%	42.55%	57.45%	33.04%	66.96%	41.86%	58.14%	TOTAL
PEAK HR:		- 10:00 AM	0	0	20	67	2		47	00		2	
PEAK HR VOL :	0	0	0	8	29 0.604	67 0.698	3 0.375	4	0.783	90	4 0.500	3	255
PEAK HR FACTOR:				0.500				0.500		0.776		0.375	0.850
			0	500	0.7	<sup>750</sup>	0.8	375	3.0	3/8	0.8	5/5	
	NODT	HIEC	•										II.
PM		H LEG	SOUT	TH LEG	EAST	LEG	WES	T LEG	EAST	LEG 2	WEST	LEG 2	TOTAL
PM 4:00 PM	EB	WB	SOUT EB	TH LEG WB	EAST NB	LEG SB	WES <sup>-</sup> NB	T LEG SB	EAST NB	LEG 2 SB	WEST NB	LEG 2 SB	TOTAL 63
4:00 PM	EB 0	WB 0	SOUT EB 0	TH LEG WB 0	EAST NB 9	LEG SB 10	WEST NB 6	T LEG SB 6	EAST NB 10	LEG 2 SB 10	WEST NB 6	LEG 2 SB 6	63
4:00 PM 4:15 PM	0 0	0 0	SOUT EB 0 0	TH LEG WB 0 1	EAST NB 9 8	SB 10 7	WEST NB 6 4	T LEG SB 6 4	EAST NB 10 13	LEG 2 SB 10 11	WEST NB	LEG 2 SB 6 2	63 55
4:00 PM 4:15 PM 4:30 PM	0 0 1	0 0 0	SOUT EB 0 0	TH LEG WB 0 1	EAST NB 9 8 11	SB 10 7 23	WESTNB 6 4 3	T LEG SB 6 4 1	EAST NB 10 13 13	LEG 2 SB 10 11 26	WEST NB 6 5	LEG 2 SB 6 2 1	63 55 83
4:00 PM 4:15 PM 4:30 PM 4:45 PM	EB 0 0 1 1	WB 0 0 0 0	SOUT EB 0 0 0	TH LEG WB 0 1 0	EAST NB 9 8 11 8	TLEG SB 10 7 23 7	WES NB 6 4 3 6	SB 6 4 1 3	EAST NB 10 13 13	SB 10 11 26 14	WEST NB 6 5 4	LEG 2 SB 6 2 1 4	63 55 83 63
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 0 1	0 0 0	SOUT EB 0 0	TH LEG WB 0 1 0 0 0	EAST NB 9 8 11 8	T LEG SB 10 7 23 7 14	WEST NB 6 4 3 6 8	F LEG SB 6 4 1 3	EAST NB 10 13 13 14 13	SB 10 11 26 14 17	WEST NB 6 5 4 6	LEG 2 SB 6 2 1 4	63 55 83 63 95
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	EB 0 0 1 1 2	WB 0 0 0 0	SOUT EB 0 0 0 0 0	TH LEG WB 0 1 0 0 0	EAST NB 9 8 11 8 9	T LEG SB 10 7 23 7 14 13	WEST NB 6 4 3 6 8 11	F LEG SB 6 4 1 3 11 14	EAST NB 10 13 13 14 13 15	SB 10 11 26 14 17 19	WEST NB 6 5 4 6 8 11	LEG 2 SB 6 2 1 4 13 11	63 55 83 63 95 106
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	EB 0 0 1 1 1 2 0 0	WB 0 0 0 0 0	SOUT EB 0 0 0 0	TH LEG WB 0 1 0 0 0	PAST NB 9 8 11 8 9 12 11	T LEG SB 10 7 23 7 14	WEST NB 6 4 3 6 8	F LEG SB 6 4 1 3	EAST NB 10 13 13 14 13 15 12	SB 10 11 26 14 17 19 12	WEST NB 6 5 4 6	LEG 2 SB 6 2 1 4	63 55 83 63 95 106 77
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	EB 0 0 1 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WB 0 0 0 0 0	SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TH LEG WB 0 1 0 0 0 0	EAST NB 9 8 11 8 9	TLEG SB 10 7 23 7 14 13 9	WES NB 6 4 3 6 8 11 7	T LEG SB 6 4 1 3 11 14 9	EAST NB 10 13 13 14 13 15	SB 10 11 26 14 17 19	WEST NB 6 5 4 6 8 11	LEG 2 SB 6 2 1 4 13 11 9	63 55 83 63 95 106
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	EB 0 0 1 1 1 2 0 0 0 0 0 0 0 0	WB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TH LEG  WB  0  1  0  0  1  1  0  0  0  1	EAST NB 9 8 11 8 9 12 11 10	SB 10 7 23 7 14 13 9 11	WEST NB 6 4 3 6 8 111 7 6	T LEG SB 6 4 1 3 11 14 9	EAST NB 10 13 13 14 13 15 12 13	LEG 2 SB 10 11 26 14 17 19 12 16	WEST NB 6 5 4 6 8 11 7	LEG 2 SB 6 2 1 4 13 111 9 7	63 55 83 63 95 106 77 79
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	EB 0 0 1 1 2 0 0 0	WB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TH LEG  WB  0  1  0  0  0  1  0  0  0  0	Page 14	SB 10 7 23 7 14 13 9 11 14	WES NB 6 4 3 6 8 11 7 6 6	SB 6 4 1 3 11 14 9 10 5	EAST NB 10 13 13 14 15 15 12 13 26	LEG 2 5B 10 11 26 14 17 19 12 16 18 31	WEST NB 6 5 4 6 8 11 7 6	EG 2 SB 6 2 1 4 13 11 9 7	63 55 83 63 95 106 77 79
4:00 PM 4:15 PM 4:35 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	EB 0 0 1 1 1 2 0 0 0 0 0 2	WB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	H LEG WB 0 1 0 0 0 0 1 0	EAST NB 9 8 11 8 9 12 11 10 15 16	SB 10 7 23 7 14 13 9 11 14 24	WES** NB 6 4 3 6 8 11 7 6 6 7	T LEG SB 6 4 1 3 11 14 9 10 5 10	EAST NB 10 13 13 14 13 15 12 26 24	LEG 2 SB 10 11 26 14 17 19 12 16	WEST NB 6 5 4 6 8 11 7 6 6	LEG 2 SB 6 2 1 4 13 11 9 7 5 8	63 55 83 63 95 106 77 79 95 129
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM	EB 0 0 1 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	H LEG WB 0 1 0 0 0 1 0 0 0 1 0 0	EAST NB 9 8 11 8 9 12 11 10 15 16 12	SB 10 7 23 7 14 13 9 11 14 24 14	WES' NB 6 4 3 6 8 11 7 6 6 7 4	SB 6 4 1 3 11 14 9 10 5 10 2	EAST NB 10 13 13 14 13 15 12 13 26 24 20	SB 10 11 26 14 17 19 12 16 18 31 25	WEST NB 6 5 4 6 8 11 7 6 6 6 4	LEG 2 SB 6 2 1 4 13 111 9 7	63 55 83 63 95 106 77 79 95 129 82
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM	EB 0 0 1 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	H LEG WB 0 1 0 0 0 1 0 0 0 1 0 0	EAST NB 9 8 11 8 9 12 11 10 15 16 12	SB 10 7 23 7 14 13 9 11 14 24 14	WES' NB 6 4 3 6 8 11 7 6 6 7 4 7	SB 6 4 1 3 11 14 9 10 5 10 2	EAST NB 10 13 13 14 13 15 12 13 26 24 20	SB 10 11 26 14 17 19 12 16 18 31 25	WEST NB 6 5 4 6 8 11 7 6 6 6 4	LEG 2 SB 6 2 1 4 13 111 9 7	63 55 83 63 95 106 77 79 95 129 82
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM	EB 0 0 1 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WB 0 0 0 0 0 0 0 0 0 0 1 WB	SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0	WB 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PAST NB 9 8 8 111 8 9 9 12 111 10 15 16 12 13 NB 134	SB 10 7 23 7 14 13 9 11 14 24 14 20 SB 166	NB 6 4 4 3 6 8 8 11 7 6 6 7 4 4 7 NB 75	T LEG SB 6 4 1 3 11 14 9 10 5 10 2 9 SB 84	EAST NB 10 13 13 14 13 15 12 13 26 24 20 14 NB 187	LEG 2 SB 10 11 26 14 17 19 12 16 18 31 25 22 SB 221	WEST NB 6 5 4 6 8 11 7 6 6 6 4 9  NB 78	LEG 2 SB 6 2 1 4 13 11 9 7 5 8 1 8 SB 75	63 55 83 63 95 106 77 79 95 129 82 103
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4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:30 PM 6:30 PM 6:45 PM  TOTAL VOLUMES: APPROACH %'s:	EB 0 1 1 2 0 0 0 0 1 2 0 0 0 EB 6 85.71% 06:00 PM	WB 0 0 0 0 0 0 0 0 0 1 WB 1 14.29%	SOUTEB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TH LEG  WB  0  1  0  0  0  1  0  0  1  0  WB  3  100.00%	EAST NB 9 8 11 8 9 12 11 10 15 16 12 13 NB 134 44.67% 56 0.875	SB 10 7 23 7 14 13 9 11 14 24 14 20 SB 166 55.33%	WES' NB 6 4 3 6 8 11 7 6 6 7 4 7 NB 75 47.17%	T LEG SB 6 4 1 3 11 14 9 10 5 10 2 9 SB 84 52.83%	EAST NB 10 13 13 14 13 15 12 13 26 24 20 14 NB 187 45.83%	LEG 2 SB 10 11 26 14 17 19 12 16 18 31 25 22 SB 221 54.17% 96 0.774	WEST NB 6 5 4 6 8 11 7 6 6 6 4 9 NB 78 50.98%	LEG 2 SB 6 2 1 4 13 11 9 7 5 8 1 8 SB 75 49.02%	63 55 83 63 95 106 77 79 95 129 82 103 TOTAL 1030
4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM 5:35 PM 6:35 PM 6:35 PM 6:30 PM 6:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR: VOL:	EB 0 0 1 1 2 0 0 0 0 0 0 0 0 EB 6 85.71% 06:00 PM 2 0.250	WB 0 0 0 0 0 0 0 0 0 1 WB 1 14.29% -07:00 PM	SOUTEB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WB 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	EAST NB 9 8 11 8 9 12 11 10 15 16 12 13 NB 134 44.67% 56 0.875	SB 10 7 7 14 13 9 11 14 24 14 14 20 SB 166 55.33%	NB 6 4 3 6 8 11 7 6 6 7 4 7 NB 75 47.17%	T LEG SB 6 4 1 3 11 14 9 10 5 10 2 9 SB 84 52.83%	EAST NB 10 13 13 14 13 15 12 13 26 24 20 14  NB 187 45.83%	LEG 2 SB 10 11 26 14 17 19 12 16 18 31 25 22 SB 221 54.17% 96 0.774	WEST NB 6 5 4 6 8 8 11 7 6 6 6 6 4 9 NB 78 50.98%	LEG 2 SB 6 2 1 4 13 11 9 7 5 8 1 8 SB 75 49.02%	63 55 83 63 95 106 77 79 95 129 82 103 TOTAL 1030

### Argyle Ave & Carlos Ave

#### **Peak Hour Turning Movement Count**

