

Appendix 8

Transportation Impact Study

**TRANSPORTATION IMPACT STUDY FOR
THE CURTIS SCHOOL NEW MASTER PLAN PROJECT,
IN THE MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA
OF THE CITY OF LOS ANGELES**

Prepared for:

THE CURTIS SCHOOL

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INTRODUCTION

Crain & Associates has prepared this transportation impact study to assess the potential traffic impacts associated with the new Master Plan for The Curtis School (the “Project”), located in the Mulholland Scenic Parkway Specific Plan area of the City of Los Angeles. The Curtis School site, approximately 27 acres in size, is located at 15871 Mulholland Drive. The site is bounded generally by Mulholland Drive on the west and south, Mulholland Place on the north, and the San Diego/Interstate 405 Freeway (I-405 Freeway) on the east. The Curtis School parking would be provided on-site via surface lots. The location of the project site is shown in Figure 1, Project Site Vicinity Map.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation (“LADOT”) *Transportation Impact Study Guidelines* (December 2016). The analysis is also consistent with the guidelines in the Congestion Management Program (CMP) for Los Angeles County. This report presents the results of a detailed analysis of existing (2018) and future (2035) traffic conditions during the weekday AM, School PM, and Roadway PM peak hours at the following five study intersections:

1. Walt Disney Drive (Project Driveway) and Mulholland Drive
2. Skirball Center Drive and Mulholland Drive
3. Skirball Center Drive and the I-405 Freeway Northbound Ramps
4. Sepulveda Boulevard and Skirball Center Drive
5. Sepulveda Boulevard and the I-405 Freeway Southbound Ramps

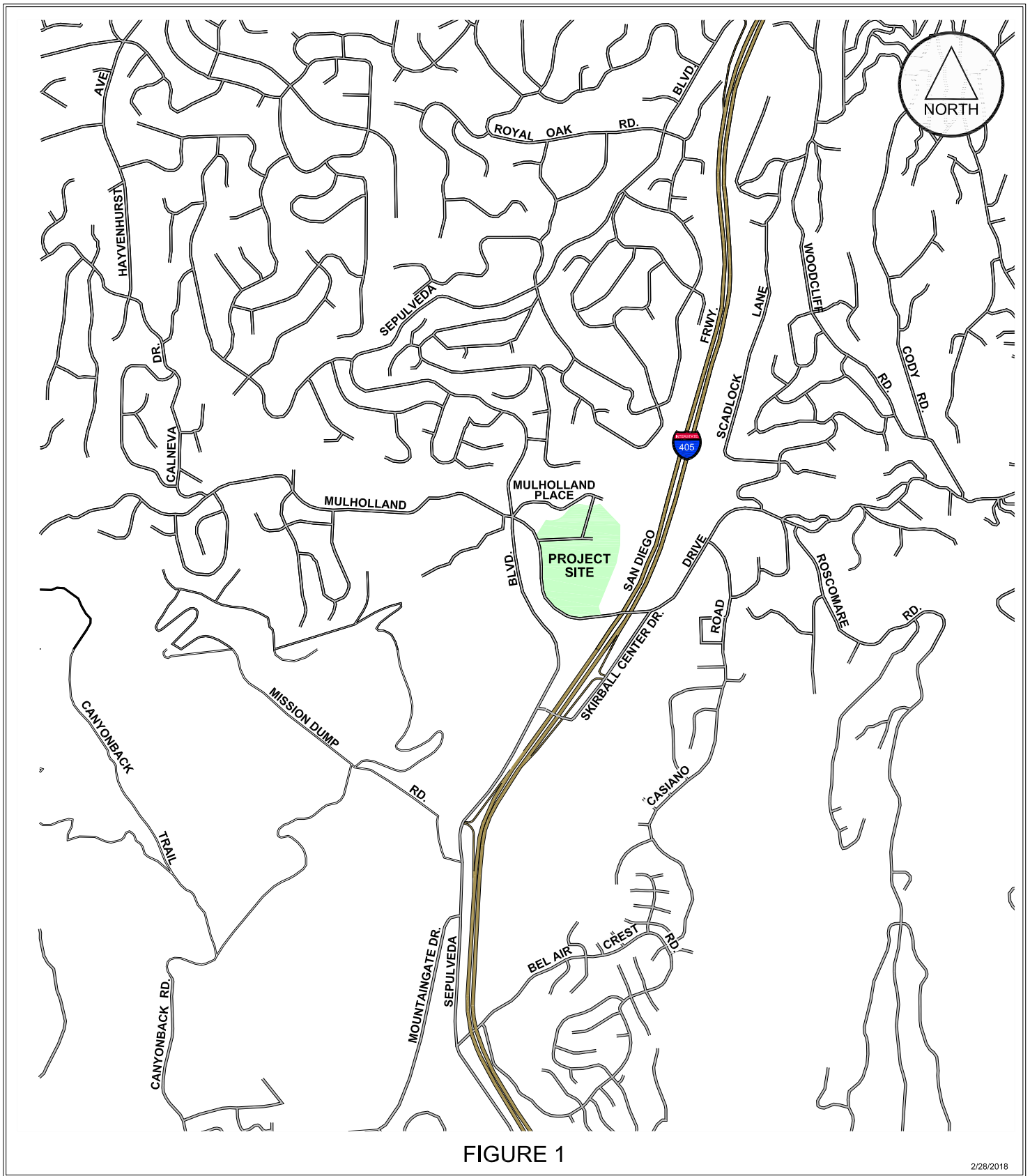


FIGURE 1

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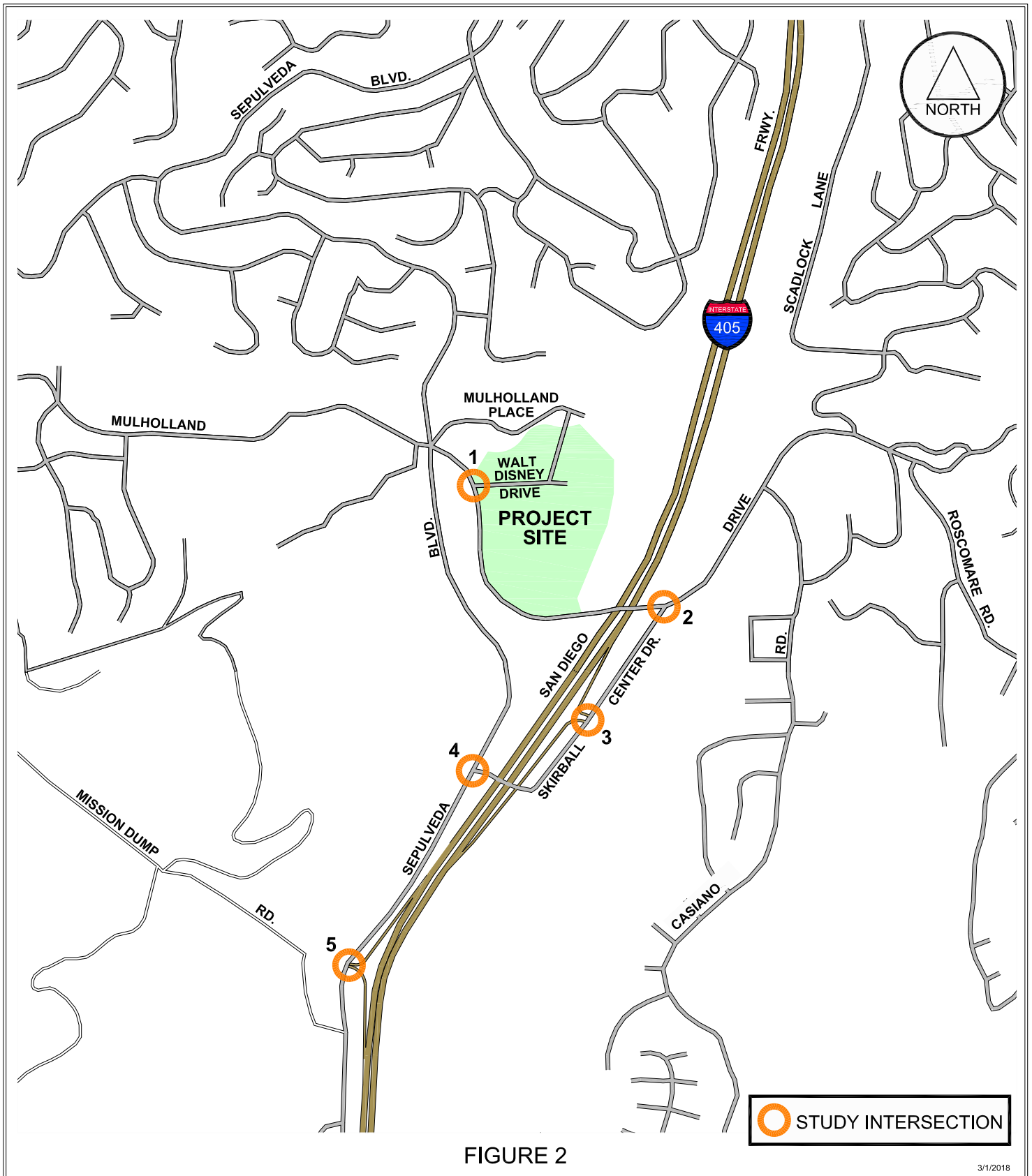
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PROJECT SITE VICINITY MAP



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The locations of these study intersections are shown in Figure 2, Study Intersection Location Map. The following traffic conditions have been analyzed: Existing (2018) traffic volumes, Existing (2018) Plus Project traffic volumes, Future (2035) Without Project traffic volumes, and Future (2035) With Project traffic volumes. The analyses of future (2035) conditions include cumulative traffic attributable to ambient growth and related projects within the Project study area.



STUDY INTERSECTION LOCATION MAP



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PROJECT DESCRIPTION

Under consideration is the proposed new Master Plan for The Curtis School (the “Project”) located at 15871 Mulholland Drive in the Mulholland Scenic Parkway Specific Plan area of the City of Los Angeles. The Curtis School is a private school, with approximately 67,970 square feet of existing facilities, serving a kindergarten through 6th grade (K-6) student population. During the 2017-2018 academic year, The Curtis School had an enrollment of 492 students, while the maximum permitted enrollment is 675 students. The project site, approximately 27 acres in size, is bounded generally by Mulholland Drive on the west and south, Mulholland Place on the north, and the I-405 Freeway on the east. The Milken Community Middle and High Schools are located on the south side of Mulholland Drive, across from The Curtis School site.

The Project proposes to reconfigure, remodel, and expand existing educational facilities, with no increase in the maximum permitted student enrollment. The Project proposes the demolition of approximately 23,010 square feet of existing buildings and the construction of approximately 82,490 square feet of new school facilities, for a net addition of 59,930 square feet of new facilities. Upon completion of the Project, The Curtis School site will contain approximately 126,040 square feet of facilities. School staffing modifications in connection with the Project include an increase in employment of up to 50 faculty/staff members, resulting in the school’s employment cap rising from 68 to 118 employees.

The Project would provide parking on the Project site in the form of surface parking spaces. As proposed, 189 total parking spaces would be provided, which would meet the parking requirements of the City of Los Angeles Municipal Code. Primary vehicular access to the Project site would continue to be provided by way of the full-access main

driveway (Walt Disney Drive) that intersects the north side of Mulholland Drive. The conceptual Project site plan is shown in Figure 3.

The Project would take measures to align with the City's Vision Zero Los Angeles Initiative. Vision Zero was launched by Executive Order Number 10 in August 2015 with the goals of reducing traffic fatalities by 20 percent by 2017 and eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users. Development projects proposed on a roadway identified as part of the City's High Injury Network (HIN) should be designed to enhance safety. The Project is not located on an HIN roadway.

Although the Project is not located within the HIN, in line with Vision Zero policies the Project will provide safe and efficient access/egress. Project access/egress will continue to be provided via Walt Disney Drive, which intersects the north side of Mulholland Drive. Under the current proposal, the Project would add a vehicle turnaround area to Walt Disney Drive in advance of the school's security booth. The addition of this turnaround area will allow motorists on Walt Disney Drive not wishing to enter the school grounds to more safely reverse direction and exit the school.

The Project would also embrace the objectives of the City of Los Angeles Mobility Plan 2035, which includes the goals and policies of the City of Los Angeles 2010 Bicycle Plan. The Mobility Plan 2035 aims to complete its proposed paths, protected cycle tracks, bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. The Project will not impede the Mobility Plan 2035 improvements which have already been realized, and the Project will support the implementation of future improvements. The Project site has been designed with consideration for the ultimate roadway and right-of-way dimensions for Mulholland Drive, per the Mobility Plan 2035.



ENVIRONMENTAL SETTING

The Project site is located at 15871 Mulholland Drive, along the north side of the roadway between the Mulholland Bridge and Mulholland Place. Located within the Mulholland Scenic Parkway Specific Plan area and adjacent to the Sepulveda Pass, development immediately surrounding the Project site consists of other schools. The overall area surrounding the Project site consists of open space, institutional uses, and low-density residential housing.

Institutional uses are located along Mulholland Drive within the Institutional Use Corridor portion of the Inner Corridor of the Mulholland Scenic Parkway Specific Plan (which consists of an overlay zone within 500 feet of the Mulholland Drive right-of-way). Many of these institutional uses take direct access from Mulholland Drive. West of the I-405 Freeway, the Milken Community Middle and High Schools are located on the south side of Mulholland Drive, opposite the Project site. Further west, the Berkeley Hall School, The Mirman School, and the Bel Air Presbyterian Church are also located within one-half mile of the Project site. East of the I-405 Freeway, the Sunny & Isadore Familian Campus of the American Jewish University is located on the south side of Mulholland Drive, along with the Stephen S. Wise Temple. Additionally, the Skirball Cultural Center is located along Sepulveda Boulevard, between Skirball Center Drive and the Sepulveda Boulevard Tunnel. Access to the Skirball Cultural Center is provided via Skirball Center Drive, Bergreen Place, and Herscher Way.

The Curtis School is situated in the Santa Monica Mountains, and to the south and west of the Project site are undeveloped recreational areas. The area to the north of the Project site is primarily residential development that consists of single-family housing. Additional residential uses can be found east, west, and south of the Project site. The I-405 Freeway and adjacent open space are located to the east.

The Project site and surrounding uses are served by roadways of various designations under the jurisdictions of the City of Los Angeles and the State of California Department of Transportation (“Caltrans”). A regional freeway, the San Diego/Interstate 405 (I-405) Freeway, also serves the Project area. These transportation facilities, depicted previously in Figure 1, are described in more detail below.

Existing Freeways

The San Diego/Interstate 405 (I-405) Freeway is a north-south oriented freeway located immediately east of the Project site. This freeway typically provides four-to-five mainline travel lanes and one high-occupancy vehicle (HOV) lane per direction, although additional auxiliary lanes are present between some sets of on- and off-ramps. The I-405 Freeway provides a west side alternative route to the Golden State/Interstate 5 (I-5) Freeway across the Santa Monica Mountains and interchanges with the Ventura (US-101) Freeway approximately 2.5 miles north of the Project site. In the Project vicinity, northbound on- and off-ramps are available on Skirball Center Drive, south of Mulholland Drive, while southbound on- and off-ramps are provided on Sepulveda Boulevard, south of Skirball Center Drive. According to the most current (2016) data available through the Caltrans website, annual average daily traffic (AADT) volumes on the I-405 Freeway, between Getty Center Drive and Mulholland Drive, are approximately 289,000 vehicles per day (VPD), with peak-hour volumes of approximately 18,700 vehicles per hour (VPH).

Existing Highways and Streets

Mulholland Drive is an east-west Scenic Highway, between the US-101 Freeway and Mulholland Highway. The Project site is bounded by Mulholland Drive on the west and south. In the vicinity of the Project site, this roadway generally provides one through travel lane per direction, separated by a two-way left-turn median or double-yellow

centerline, with lane widths ranging from approximately 10 to 15 feet. Additional through travel lanes are provided intermittently, including a second eastbound through travel lane provided adjacent to the Project site. Right- and left-turn channelization is provided at major intersections. No parking is provided along Mulholland Drive between Walt Disney Drive and Skirball Center Drive.

Sepulveda Boulevard is a north-south Boulevard II and Scenic Highway between the tunnel under Mulholland Drive, north of the Skirball Cultural Center, and Sunset Boulevard. Like the I-405 Freeway, Sepulveda Boulevard provides a west side route across the Santa Monica Mountains. In the vicinity of the Project site, this roadway generally provides two through travel lanes per direction separated by a painted center median or double-yellow centerline, with lane widths ranging from approximately 10 to 13 feet. Left- and right-turn channelization is provided at major intersections. Sepulveda Boulevard in the Project vicinity is designated as a Tier 2 bicycle lane facility in the City's Mobility Plan 2035. In the Project study area, northbound and southbound bicycle lanes are presently provided on this roadway. Within the study area, parking is prohibited along both sides of the roadway.

Skirball Center Drive is a north-south Local Street that connects Mulholland Drive and Sepulveda Boulevard. In the Project study area, this roadway generally provides two through travel lanes per direction, separated by a double-yellow centerline, with lane widths ranging from approximately 10 to 14 feet. Left- and right-turn channelization is provided at major intersections. Parking is prohibited along both sides of Skirball Center Drive.

Existing (2018) Traffic Volumes

Traffic volumes for existing conditions were obtained from manual traffic counts conducted at the five study intersections on Tuesday, January 26, 2016 and Tuesday,

February 2, 2016. In accordance with the current LADOT *Transportation Impact Study Guidelines* (December 2016), the intersection traffic counts for this study were completed on a typical weekday, when schools were in session and the weather was clear. The traffic counts included vehicle classifications, bicycles volumes, and pedestrian volumes. The counts were collected during the AM peak period (7:00 to 10:00 AM), School afternoon peak period (2:00 to 4:00 PM), and Roadway PM peak period of commuter traffic (4:00 to 6:00 PM).

The Curtis School was in full session on Tuesday, January 25, 2016, and Tuesday, February 2, 2016. Additionally, the school's student enrollment during the traffic counts is identical to the current student enrollment (492 students).

Peak-hour volumes were determined individually for each intersection based on the highest-volume four consecutive 15-minute periods for all vehicular movements. In order to account for potential increases in traffic volumes between the count dates in 2016 and the existing analysis year of 2018, the traffic counts were factored upward by 1.0 percent compounded annually in order to develop 2018 traffic volumes. It should be noted that the turning movements into and out of private driveways (like The Curtis School, Milken Community Middle School, and the Skirball Cultural Center) were not growth-factored. The existing (2018) weekday AM, School PM, and Roadway PM peak-hour volumes at the study intersections are illustrated in Figures 4(a), 4(b), and 4(c), respectively. The intersection count data sheets are provided in Appendix A.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City engineering plans. The existing lane configurations and traffic control conditions for the study intersections are illustrated in Appendix B.



EXISTING (2018) TRAFFIC VOLUMES AM PEAK HOUR



EXISTING (2018) TRAFFIC VOLUMES
SCHOOL PM PEAK HOUR

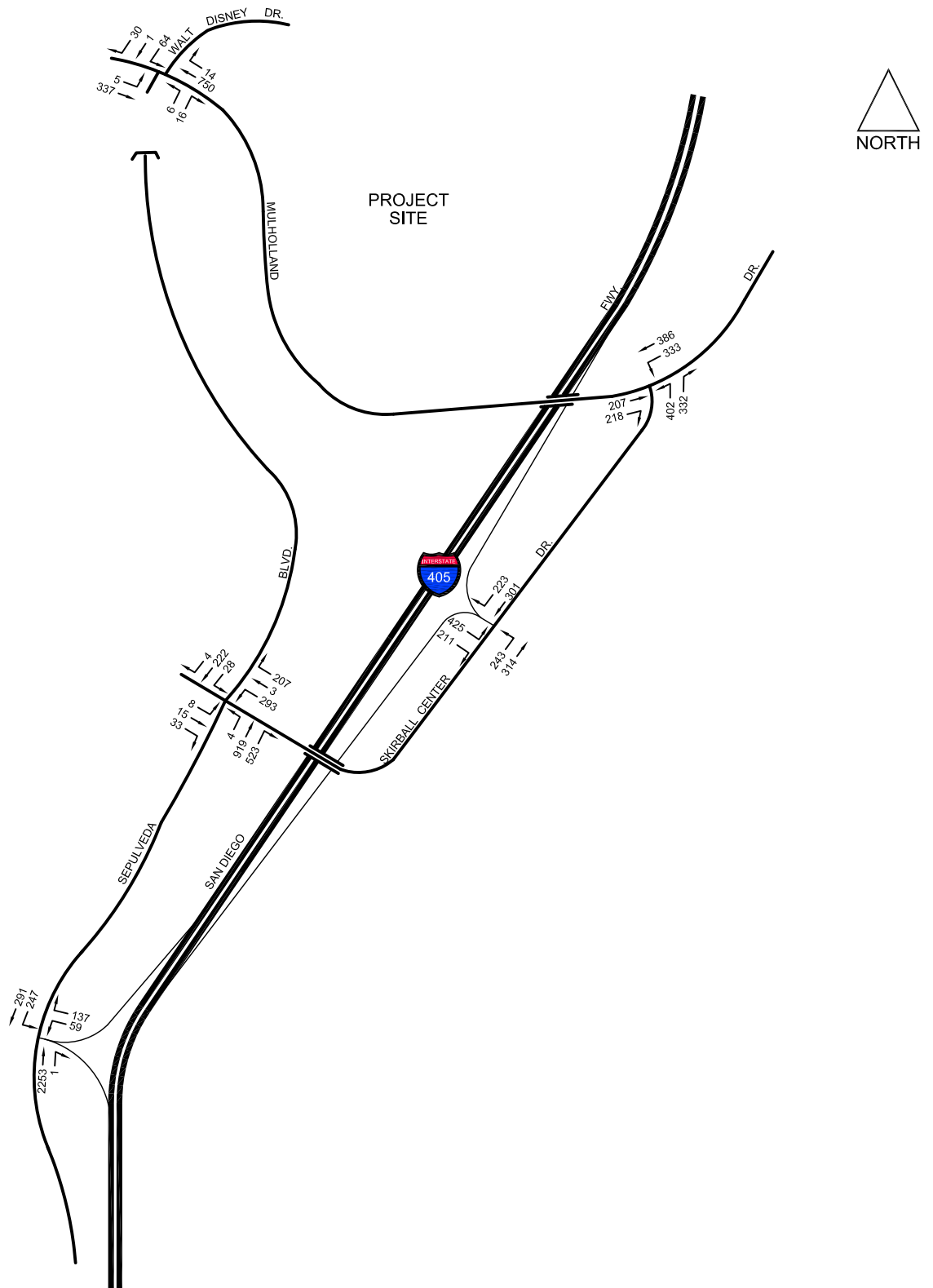


FIGURE 4(c)

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EXISTING (2018) TRAFFIC VOLUMES ROADWAY PM PEAK HOUR



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Existing Public Transportation

The Los Angeles County Metropolitan Transportation Authority (“Metro”) provides two bus lines in the Project vicinity; however, neither is considered in this analysis as being within a reasonable walking distance of the Project site. The lines include Metro Local Line 234 and Rapid Line 734. Local Line 234 provides limited early morning and late night service on weekdays and broad service on weekends and holidays. Rapid Line 734 provides service on weekdays only. Both bus lines include stops at the Skirball Cultural Center on Sepulveda Boulevard, but limited pedestrian linkage exists between the Project site and the Skirball Cultural Center. Therefore, these bus lines are not considered a reasonable travel mode alternative.

Analysis of Existing (2018) Traffic Conditions

The five study intersections listed below were analyzed for existing traffic conditions. All of these intersections are signalized. They were selected in consultation with the LADOT for the analysis of potential Project traffic impacts. Per current LADOT policy, when determining which intersections should be included in the impact analysis for development projects, only signalized locations should be included. Unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices, but will not be included in the impact analysis. The existing peak-hour traffic volumes for these intersections were discussed previously and presented in Figures 4(a), 4(b), and 4(c). These volumes, along with information pertaining to intersection geometrics, traffic signal operations and on-street parking restrictions, were analyzed using established traffic engineering techniques.

1. Walt Disney Drive (Project Driveway) and Mulholland Drive
2. Skirball Center Drive and Mulholland Drive
3. Skirball Center Drive and the I-405 Freeway Northbound Ramps
4. Sepulveda Boulevard and Skirball Center Drive

5. Sepulveda Boulevard and the I-405 Freeway Southbound Ramps

The LADOT *Transportation Impact Study Guidelines* (December 2016) require the use of the Critical Movement Analysis (CMA) methodology to analyze signalized intersections for land use development projects. This methodology is based on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity. Using the CMA procedures, a determination can be made of the operating characteristics of an intersection in terms of the Level of Service for different levels of traffic volume and other variables, such as critical signal phases and the number and type of traffic lanes.

The term “Level of Service” (LOS) describes the quality of traffic flow. LOS A through C are indicative of excellent-to-good traffic flow conditions. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and queue lengths become increasingly longer).

A determination of the LOS at an intersection can be obtained through a summation of the critical movement volumes, on a per lane basis, at that intersection. Critical movement volumes are the highest total conflicting traffic volumes for each signal phase. Once the sum of the critical movement volumes has been obtained, the values in Table 1 can be used to determine the applicable LOS.

Capacity is the total maximum hourly volume of vehicles in the intersection critical lanes that has a reasonable expectation of passing through the intersection under the prevailing roadway and traffic conditions. For planning purposes, the capacity for

signalized intersections equates to the maximum critical movement value at LOS E, as indicated in Table 1.

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service (LOS)

| <u>Maximum Sum of Critical Volumes (Vehicles/Hour)</u> | | | |
|---|--------------------------|----------------------------|-----------------------------------|
| <u>LOS</u> | <u>Two Phases</u> | <u>Three Phases</u> | <u>Four or More Phases</u> |
| A | 900 | 855 | 825 |
| B | 1,050 | 1,000 | 965 |
| C | 1,200 | 1,140 | 1,100 |
| D | 1,350 | 1,275 | 1,225 |
| E | 1,500 | 1,425 | 1,375 |
| F | -----Not Applicable----- | | |

* For planning applications only.

The CMA volume-to-capacity (V/C) ratios used in this study were calculated by dividing the sum of the critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the subject intersections. A description of the different LOS and their corresponding V/C ratios is shown in Table 2.

Table 2
Level of Service (LOS)
As a Function of V/C Ratios

| <u>LOS</u> | <u>Range of CMA Values</u> |
|-------------------|-----------------------------------|
| A | 0.000 - 0.600 |
| B | 0.601 - 0.700 |
| C | 0.701 - 0.800 |
| D | 0.801 - 0.900 |
| E | 0.901 - 1.000 |
| F | ≥ 1.001 |

Applying this analysis procedure, the V/C ratio and corresponding LOS can be calculated for each study intersection for Existing (2018) traffic conditions. These

standard CMA calculations are also adjusted to account for signal enhancements not considered in the CMA methodology, including the effects of intersections operating under the City's Automated Traffic Surveillance and Control (ATSAC) system or the upgraded Adaptive Traffic Control System (ATCS). ATSAC/ATCS is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system and modifies signal timing in real time to maximize capacity and decrease overall delay.

The ATSAC system has been recognized to increase intersection capacity by approximately seven percent. The upgrade to ATCS is able to increase capacity by an additional three percent, resulting in a total 10 percent increase in intersection capacity. Therefore, per LADOT policy, the standard V/C ratios were decreased by 0.070 where only the ATSAC system is in effect and by 0.100 where the combined ATSAC+ATCS are in effect. Per discussions with LADOT staff, all five study intersections currently operate under the combined ATSAC+ATCS system. Existing (2018) and Future (2035) ATSAC and ATCS conditions are displayed graphically for the study intersections in Appendix B.

The analyses of Existing (2018) AM, School PM, and Roadway PM peak-hour conditions at the study intersections are summarized in Table 3. As shown in Table 3, during the AM peak hour, two intersections operate at LOS A and one intersection operates at LOS C. Two intersections (Sepulveda Boulevard and Skirball Center Drive, Sepulveda Boulevard and the I-405 Freeway Southbound Ramps) currently operate at LOS F during the AM peak hour. All five study intersections currently operate at LOS A during the School PM peak hour. During the Roadway PM peak hour, four intersections operate at LOS A. The intersection of Sepulveda Boulevard and the I-405 Freeway Southbound Ramps operates at LOS D during the Roadway PM peak hour. All

CMA/LOS calculations were performed using the standard LADOT LOS Worksheet.
The CMA/LOS calculation worksheets are included in Appendix C.

Table 3
Critical Movement Analysis (CMA) &
Level of Service (LOS) Summary
Existing (2018) Traffic Conditions

| No. | Intersection | Peak Hour | CMA | LOS |
|------------|---|----------------------|------------|------------|
| 1 | Walt Disney Drive and Mulholland Drive | AM | 0.424 | A |
| | | School PM | 0.426 | A |
| | | Roadway PM | 0.466 | A |
| 2 | Skirball Center Drive and Mulholland Drive | AM | 0.777 | C |
| | | School PM | 0.576 | A |
| | | Roadway PM | 0.434 | A |
| 3 | Skirball Center Drive and I-405 Freeway Northbound Ramps | AM | 0.477 | A |
| | | School PM | 0.534 | A |
| | | Roadway PM | 0.391 | A |
| 4 | Sepulveda Boulevard and Skirball Center Drive | AM | 1.085 | F |
| | | School PM | 0.410 | A |
| | | Roadway PM | 0.420 | A |
| 5 | Sepulveda Boulevard and I-405 Freeway Southbound Ramps | AM | 1.224 | F |
| | | School PM | 0.566 | A |
| | | Roadway PM | 0.828 | D |

PROJECT TRAFFIC

The following section describes the methodology and procedures used to determine the trip generation, distribution, and assignment of traffic resulting from the Project. The new Master Plan proposes to reconfigure, remodel, and expand the approximate 66,110 square feet of existing educational facilities, with no increase in the maximum permitted student enrollment of 675 students. The Master Plan proposes the demolition of approximately 23,010 square feet of existing buildings and the construction of approximately 82,490 square feet of new school facilities, for a net addition of 59,930 square feet of new facilities. Upon completion of the Master Plan, The Curtis School site will contain approximately 126,040 square feet of facilities. School staffing modifications in connection with the Project include an increase in employment of up to 50 faculty/staff members, resulting in an increase in the employment cap from 68 employees to 118 employees. Project vehicular access and parking are described at the end of this section.

Project Trip Generation

The anticipated increase in trips associated with the new Master Plan is due to the increase in employment associated with the Project. Typically, the latest and most up-to-date version of the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) would be used in order estimate the Project's trip generation. The ITE manual is listed in the LADOT *Transportation Impact Study Guidelines* (December 2016) as the default source for trip generation rates, given that the manual's rates are nationally recognized and are used as the basis for most transportation impact studies conducted in the City of Los Angeles and surrounding region. However, the ITE manual does not contain trip generation rates for only the employees (faculty/staff) of a K-6 private school, and the LADOT *Transportation Impact*

Study Guidelines (December 2016) do allow for alternative trip generation analyses of unique developments.

In order to develop the traffic characteristics of the Project, the weekday AM, School PM, and Roadway PM peak-hour trip generation rates for the school employees were derived based on empirical data collected from the patterns of the school's existing employment population. As part of the school's existing transportation demand management (TDM) program, the school's traffic is monitored on an annual basis. The results of the school's annual monitoring for the past three years (2015 through 2017) are included in Appendix D. As shown, the annual monitoring includes a study of vehicle occupancy for all inbound vehicles during the AM peak hour and outbound vehicles during the School PM peak hour. The annual monitoring does not include an assessment of vehicle occupancy during the Roadway PM peak hour, as the school site generates substantially fewer trips during the Roadway PM peak hour relative to the School PM peak hour. Table 4 presents the peak-hour employee arrival/departure rates and vehicles-per-employee rates calculated based on the monitoring results included in Appendix D.

Applying the trip generation rates provided in Table 4, weekday AM, School PM, and Roadway PM peak-hour trips projections were calculated for the Project. Table 5 summarizes the trip generation for the Project. As shown in Table 5, once completed and occupied, the proposed new Master Plan Project is anticipated to generate a total of 27 trips during the AM peak hour, 11 trips during the School PM peak hour, and 27 trips during the Roadway PM peak hour. These peak-hour trips were used to analyze Project impacts at all of the study intersections.

Table 4
Project Trip Generation Rates¹

| Peak Hour | Average Employee Arrival/Departure Rate ² | Assumed Employee Arrival/Departure Rate ³ | Average Vehicle-per-Employee Rate ⁴ | Assumed Vehicle-per-Employee Rate ⁵ |
|----------------------|--|--|--|--|
| AM Peak Hour | 51.5% | 70.0% | 0.66 veh/emp | 0.66 veh/emp |
| School PM Peak Hour | 26.0% | 30.0% | 0.66 veh/emp | 0.66 veh/emp |
| Roadway PM Peak Hour | -- | 70.0% | -- | 0.66 veh/emp |

Notes

¹ Per The Curtis School Annual Traffic Monitoring Results for 2015 through 2017 included in Appendix D.

² This rate has been calculated based on the number of employees (of the 68 total school employees) who arrive at or depart from the school during each peak hour. The monitoring results did not include the Roadway PM peak hour.

³ In order to be conservative, an AM peak-hour arrival rate of 70.0 percent and a School PM peak-hour departure rate of 30.0 percent have been assumed for the increase in employment of up to 50 employees. Given that no traffic monitoring results were available during the Roadway PM peak hour and in order to provide a conservative analysis, the inverse trip characteristics of the AM peak hour have been assumed. Therefore, the Roadway PM peak-hour departure rate has been assumed to be 70.0 percent.

⁴ This rate has been calculated based on the number of vehicles used by the school employees arriving and departing the site during the AM and School PM peak hours, respectively.

⁵ Given that no traffic monitoring results were available during the Roadway PM peak hour and in order to provide a conservative analysis, the inverse trip characteristics of the AM peak hour have been assumed for the Roadway PM peak hour. Therefore, the Roadway PM peak-hour vehicle-per-employee rate has been assumed to be 0.66 vehicles per employee.

Table 5
Project Trip Generation¹

AM Peak Hour

$$\begin{array}{rclclcl}
 50 \text{ New Emps} & \times & 0.70 \text{ Emp Arr Rate} & \times & 0.66 \text{ IB Trips per Arr Emp} & = & 24 \text{ IB Trips} \\
 & & & & & & 3 \text{ OB Trips}^2 \\
 & & & & & & \hline
 & & & & & & 27 \text{ Total Trips}
 \end{array}$$

School PM Peak Hour

$$\begin{array}{rclclcl}
 50 \text{ New Emps} & \times & 0.30 \text{ Emp Dep Rate} & \times & 0.66 \text{ OB Trips per Dep Emp} & = & 1 \text{ IB Trips}^2 \\
 & & & & & & 10 \text{ OB Trips} \\
 & & & & & & \hline
 & & & & & & 11 \text{ Total Trips}
 \end{array}$$

Roadway PM Peak Hour

$$\begin{array}{rclclcl}
 50 \text{ New Emps} & \times & 0.70 \text{ Emp Dep Rate} & \times & 0.66 \text{ OB Trips per Dep Emp} & = & 3 \text{ IB Trips}^2 \\
 & & & & & & 24 \text{ OB Trips} \\
 & & & & & & \hline
 & & & & & & 27 \text{ Total Trips}
 \end{array}$$

Notes

IB = Inbound; OB = Outbound; Emp = Employee; Arr = Arrival; Dep = Departure.

¹ Per The Curtis School Annual Traffic Monitoring Results for 2015 through 2017 included in Appendix D.

² Few project employee trips are expected outbound during the AM peak hour and inbound during the School PM peak hour and Roadway PM peak hour. It has conservatively been assumed that these trips would constitute the approximate 12 percent outbound portion of total trips during the AM peak hour of the generator for Land Use Code 710 [General Office Building], based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017).

Project Trip Distribution and Assignment

Estimation of the geographic distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Project use, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to freeways and major travel routes, and residential areas from which employees of the new Master Plan project would likely be drawn. The overall Project trip distribution for the school employees were derived based on existing employee home zip code data provided by the school for the school's employment population. Utilizing the home zip code data and the factors described above, the likely travel routes and trip distribution percentages were estimated for the proposed increases in school employment. The overall Project trip distribution percentages were determined as summarized in Table 6. The LADOT has approved these trip distribution assumptions in an MOU signed January 11, 2018 and included as Appendix E.

Table 6
Project Directional Trip Distribution Percentages

| Direction | Percentage |
|------------------|-------------------|
| North | 32% |
| South | 39% |
| East | 11% |
| West | 18% |
| Total | 100% |

The general distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections that are expected to be used for Project access/egress. The estimated Project trip assignment percentages at the study intersections were reviewed and approved by LADOT staff as part of the Transportation

Impact Study MOU. The Project's trip distribution percentages are presented in Figure 5.

Applying these inbound and outbound percentages to the Project trip generation estimates, the traffic volumes for the Project were determined for the five study intersections. The Project-only weekday AM, School PM, and Roadway PM peak-hour traffic volumes are depicted in Figures 6(a), 6(b), and 6(c), respectively.

Project Parking and Access

Parking for the Project would be provided in accordance with the requirements of the City of Los Angeles Municipal Code (LAMC). A total of 189 parking spaces would be provided via surface lots.

Primary vehicular access to the Project site would continue to be provided by way of the full-access main driveway (Walt Disney Drive) that intersects the north side of Mulholland Drive. Walt Disney Drive would access the 189 surface parking spaces. The conceptual Project site plan was shown previously in Figure 3.

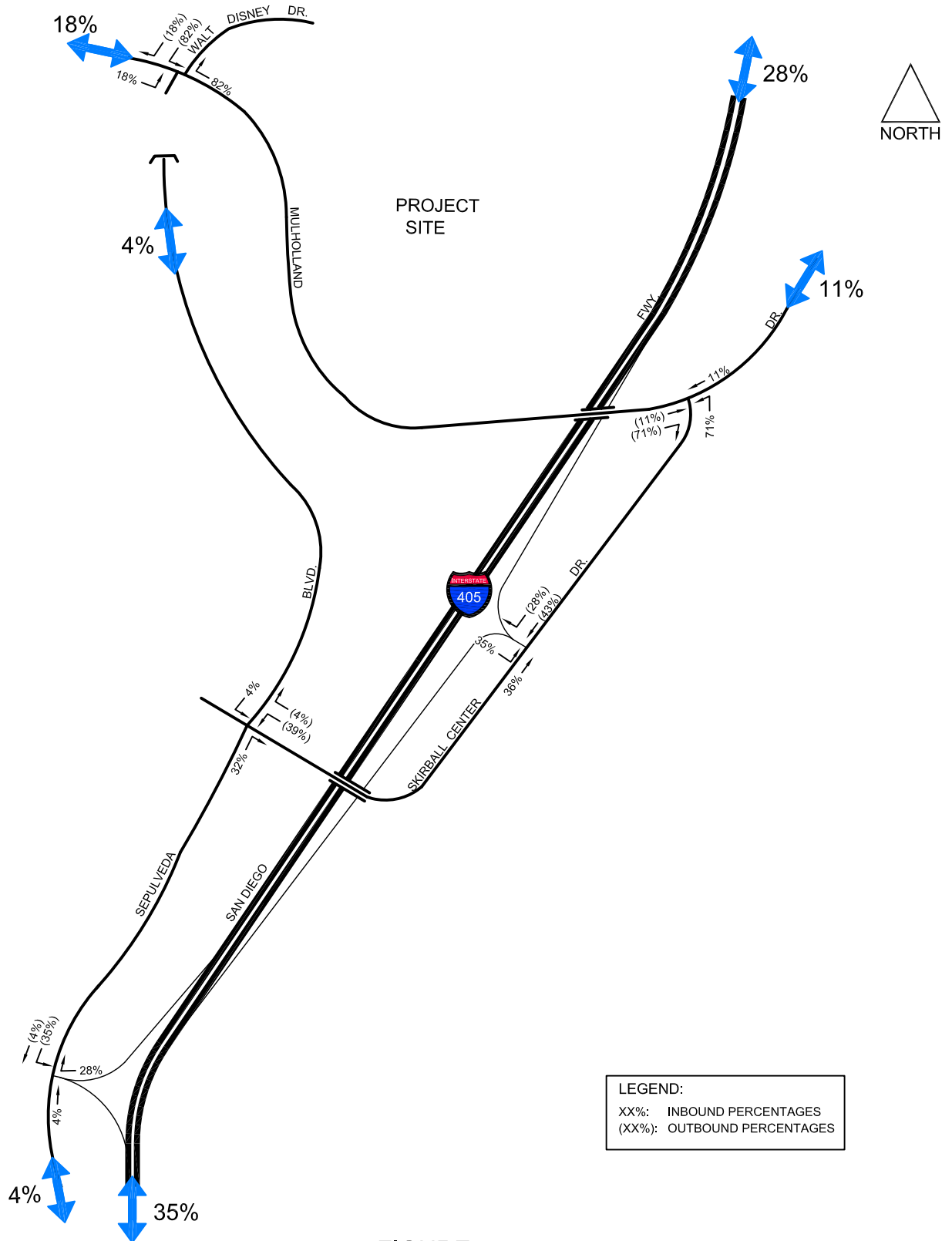


FIGURE 5

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PROJECT TRIP DISTRIBUTION PERCENTAGES



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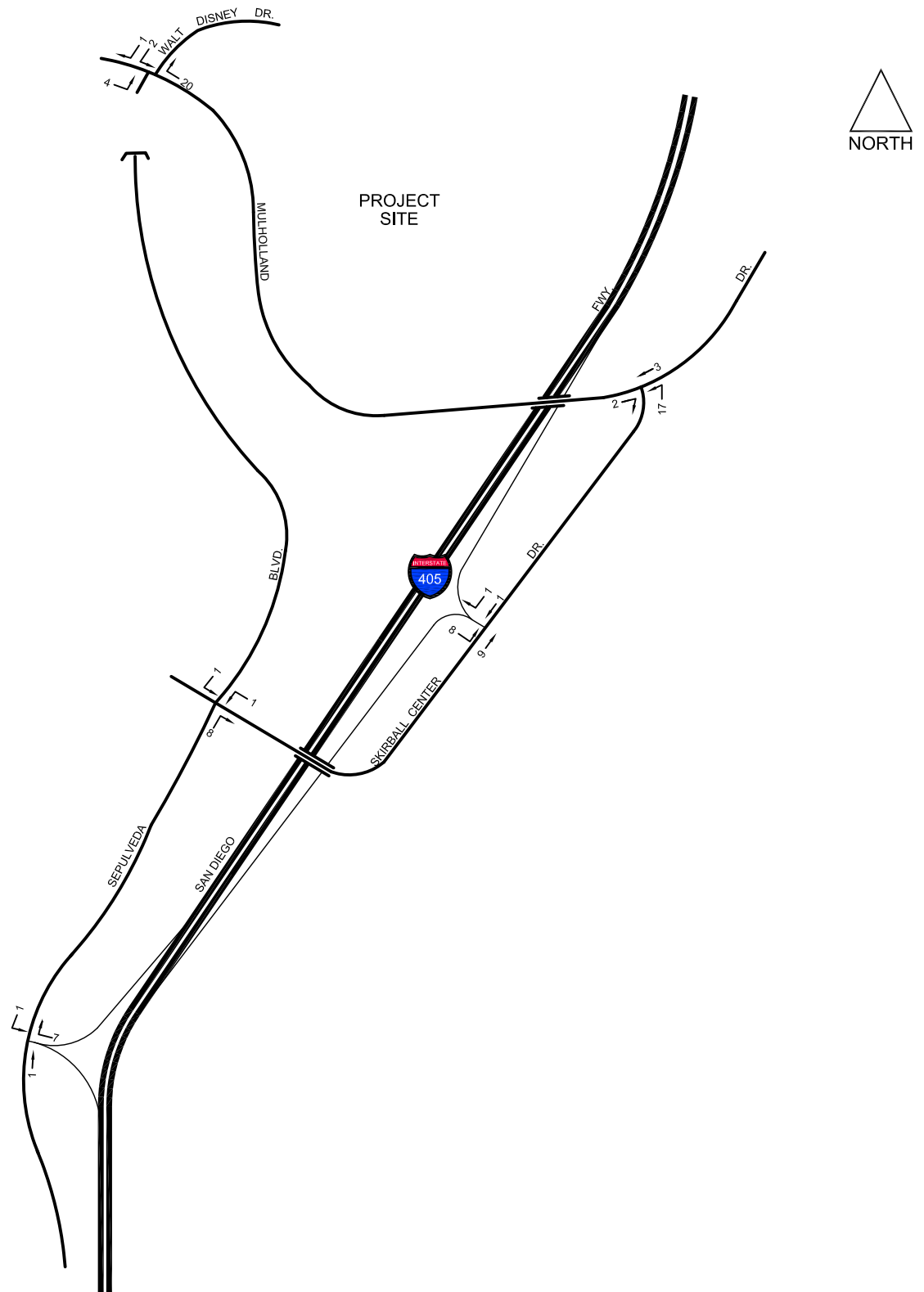


FIGURE 6(a)

3/1/2018

Curtis School 2018 REPORT AM PRJ VOLS

PROJECT ONLY TRAFFIC VOLUMES AM PEAK HOUR



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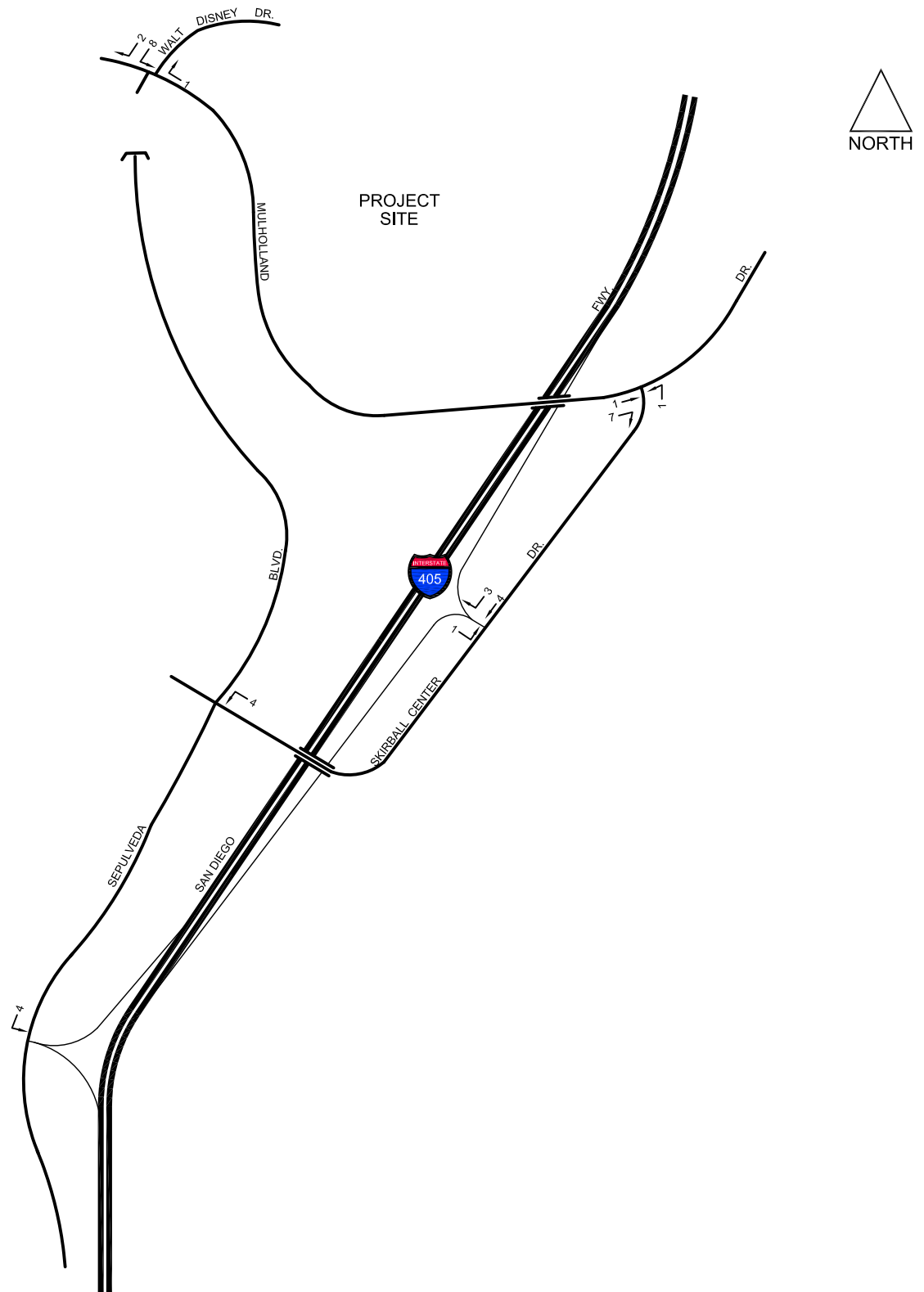


FIGURE 6(b)

3/1/2018

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PROJECT ONLY TRAFFIC VOLUMES SCHOOL PM PEAK HOUR



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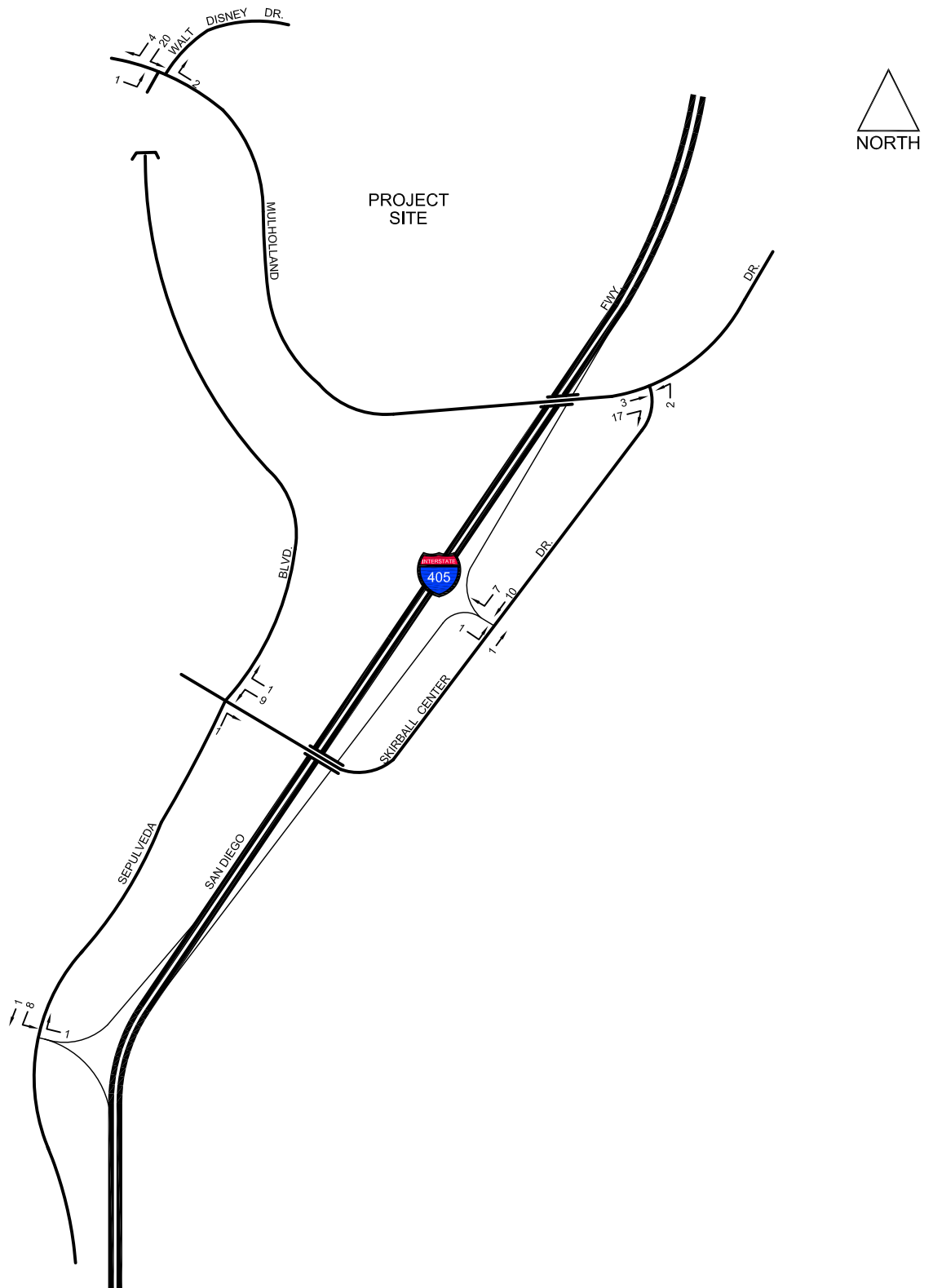


FIGURE 6(c)

3/1/2018

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PROJECT ONLY TRAFFIC VOLUMES ROADWAY PM PEAK HOUR



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EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Based on the December 16, 2010 decision of the California Sixth District Court of Appeal in the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* case, an additional traffic impact analysis has been performed for the Project. In the *Sunnyvale* case, the Court of Appeal found, based on the facts of that case, the impacts of a project must be compared “against current, existing physical conditions.” While the facts of the *Sunnyvale* case may be distinguishable from this case, in the interest of fullest disclosure an analysis of Existing (2018) Plus Project conditions were performed.

The Existing (2018) Plus Project traffic volumes were determined by superimposing the Project-only traffic volumes onto the Existing (2018) traffic volumes. The Existing (2018) Plus Project traffic volumes at the study intersections are shown in Figures 7(a), 7(b), and 7(c) for the weekday AM, School PM, and Roadway PM peak hours, respectively. The analysis of Existing (2018) Plus Project traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. The results of the analysis of Existing (2018) Plus Project traffic conditions at the study intersections are summarized in Table 8 of the following section and are discussed therein.

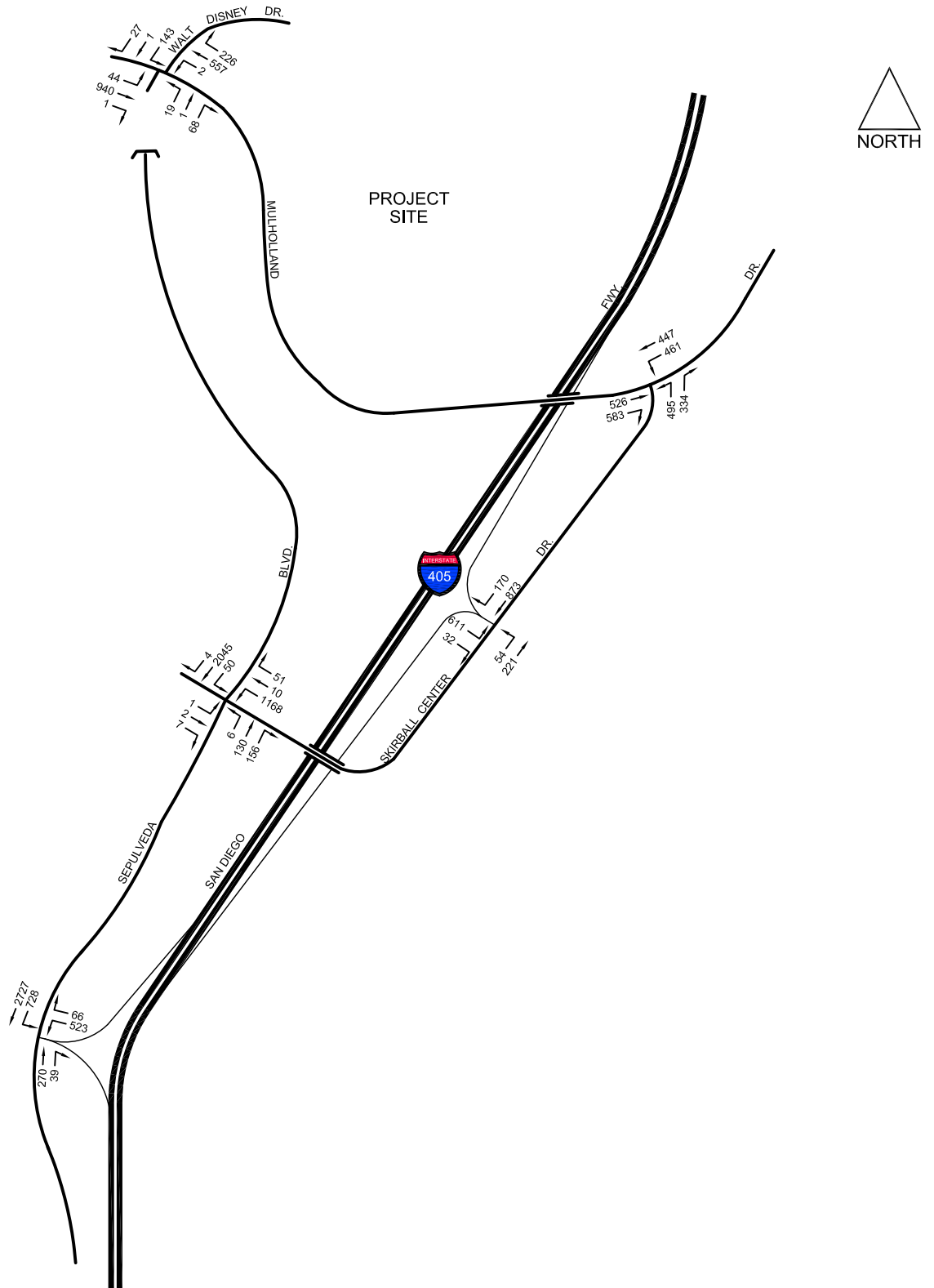


FIGURE 7(a)

3/1/2018

CurtisSchool/2018REPORT/AM2018WP

EXISTING (2018) PLUS PROJECT TRAFFIC VOLUMES
AM PEAK HOUR



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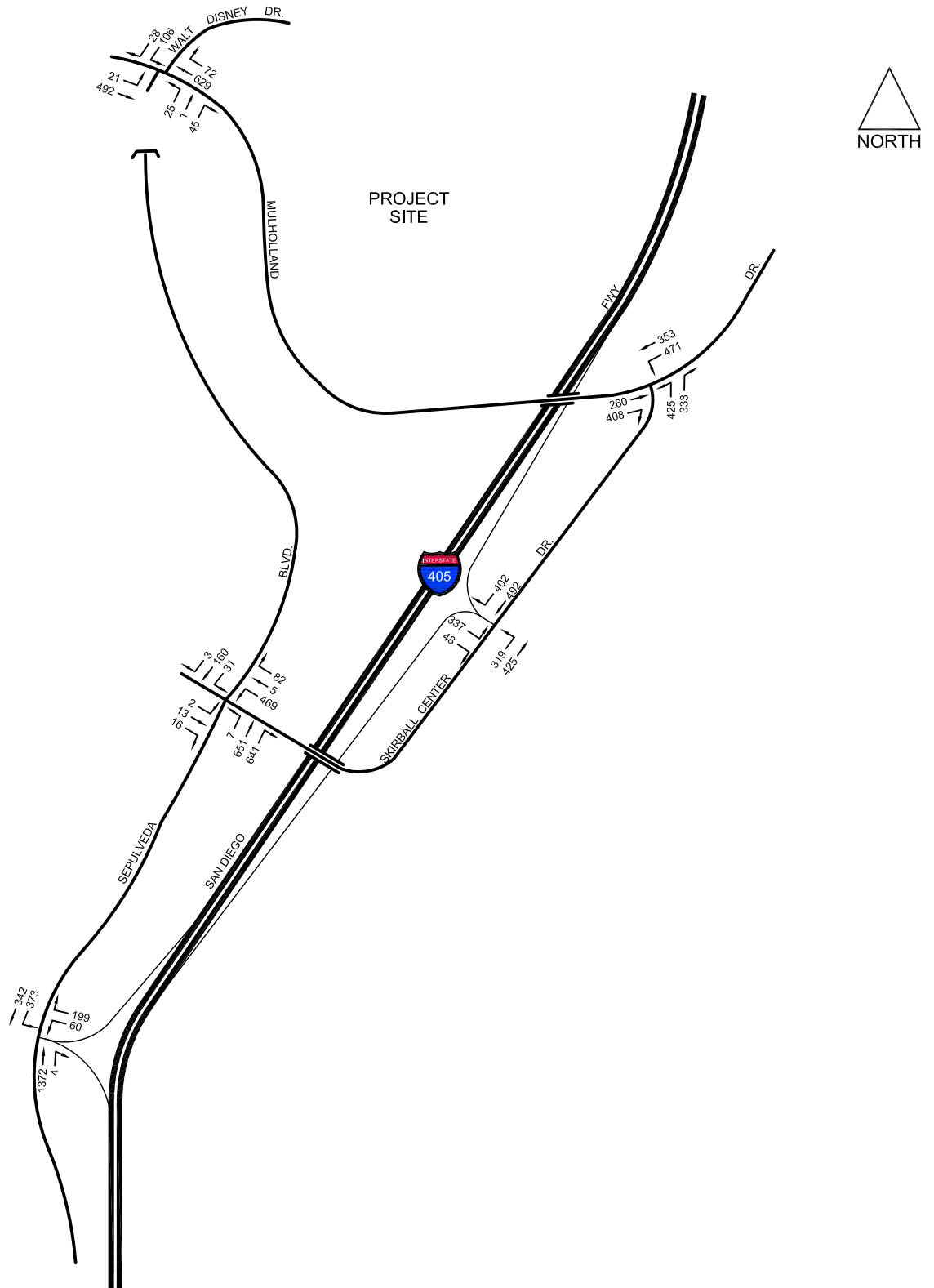


FIGURE 7(b)

3/1/2018

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EXISTING (2018) PLUS PROJECT TRAFFIC VOLUMES
SCHOOL PM PEAK HOUR



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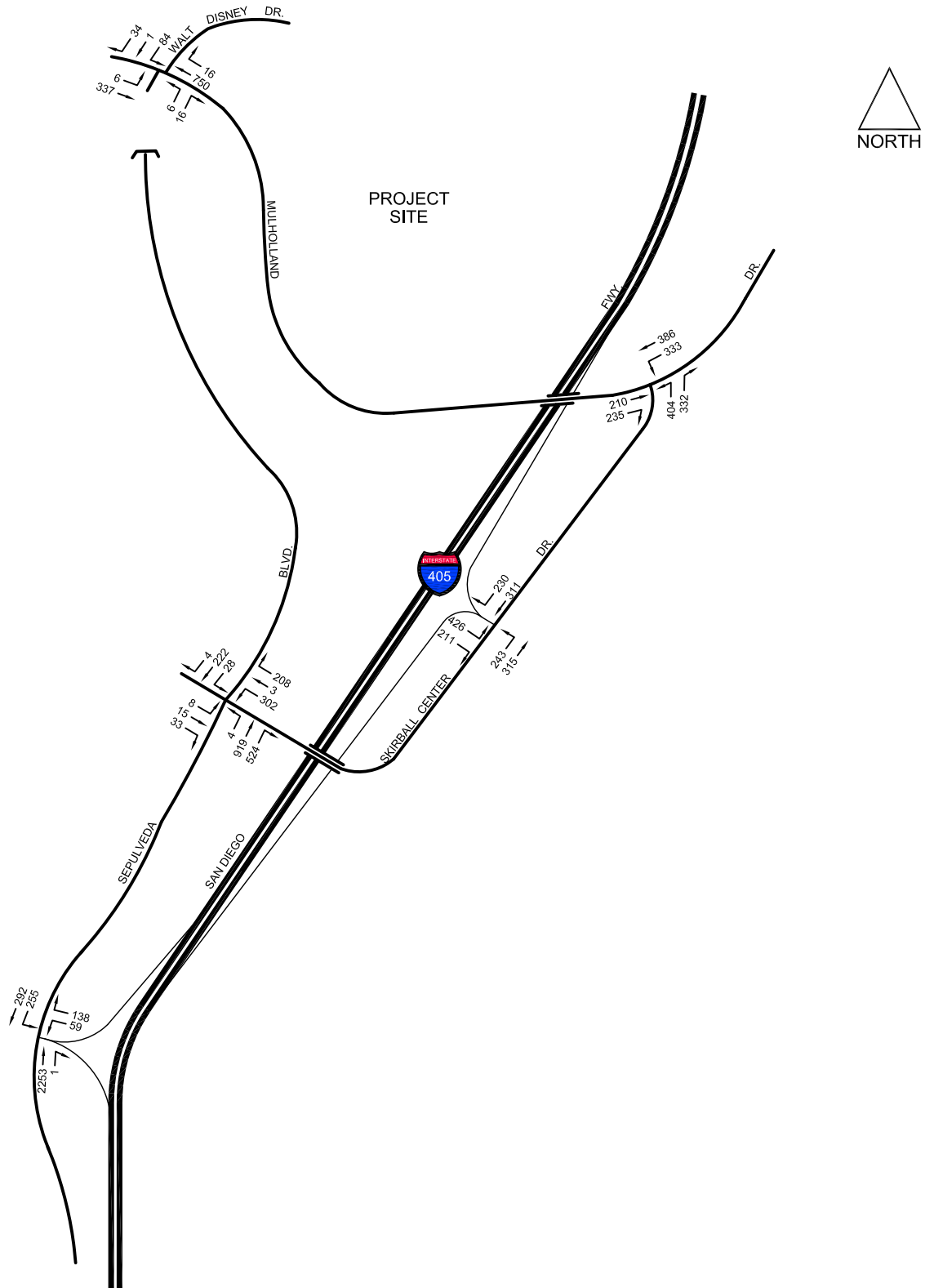


FIGURE 7(c)

3/1/2018

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EXISTING (2018) PLUS PROJECT TRAFFIC VOLUMES
ROADWAY PM PEAK HOUR



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FUTURE TRAFFIC CONDITIONS AND PROJECT IMPACTS

There are a number of other projects either under construction or planned for development in the surrounding area that may contribute future traffic to the study locations. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by those other projects. In order to evaluate future traffic conditions in the Project area, an analysis of Existing (2018) traffic volumes was first conducted, as described previously. For the analysis of future conditions, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to these existing volumes at the five study intersections to develop future year (2035) baseline traffic volumes. Given that the Project consists of a new Master Plan, it has conservatively been estimated for completion in 2035; therefore, 2035 was selected as the future buildout study year.

The inclusion of the annual growth factor generally accounts for area-wide traffic increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic generated by “related projects” in the study area was also added to the future baseline traffic volumes. The total future volumes, including those due to related projects, formed the basis for the Future (2035) Without Project condition. Finally, the traffic expected to be generated by the Project was analyzed as an incremental addition to the Future (2035) Without Project condition, resulting in the Future (2035) With Project condition.

Ambient Traffic Growth

Based on an analysis of traffic growth projections in the Project study area and surrounding communities, the LADOT recommended the application of an ambient traffic growth factor of 1.0 percent per year for future traffic growth. This growth factor was used to account for increases in traffic due to potential development projects not

yet proposed or outside the study area. Compounded annually, the ambient traffic growth factor was applied to the existing (2018) traffic volumes to develop the estimated baseline volumes for the future study year (2035).

Related Projects

In addition to the use of the ambient growth rate, listings of potential projects located in the surrounding area ("related projects") that might be developed or are under construction within the study time frame were obtained from the LADOT, the City of Los Angeles Unified School District (LAUSD), and the City of Los Angeles Planning Department in January 2018. Recently published transportation impact studies and environmental reports for development projects in the area were also reviewed. Related projects from these sources and within an approximate 2.0-mile radius of the Project site were included. Refinement of the information resulted in a total of 11 related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 8, Related Project Location Map. The related project locations, descriptions, and trip generation estimates are listed in Table 7. The number of trips expected to be generated by the related projects was obtained from information provided by public agencies, transportation impact studies, and environmental reports, to the extent available. For related projects with incomplete or unavailable documentation, trip estimates were determined by applying the appropriate trip generation rates and equations from the ITE Trip Generation Manual (10th Edition, 2017).

It is worth noting that the list of related projects includes the potential student enrollment increase at The Curtis School from its existing level of 492 students to the currently permitted maximum enrollment of 675 students (an increase of 183 students). The potential increase in student enrollment to the maximum permitted enrollment was

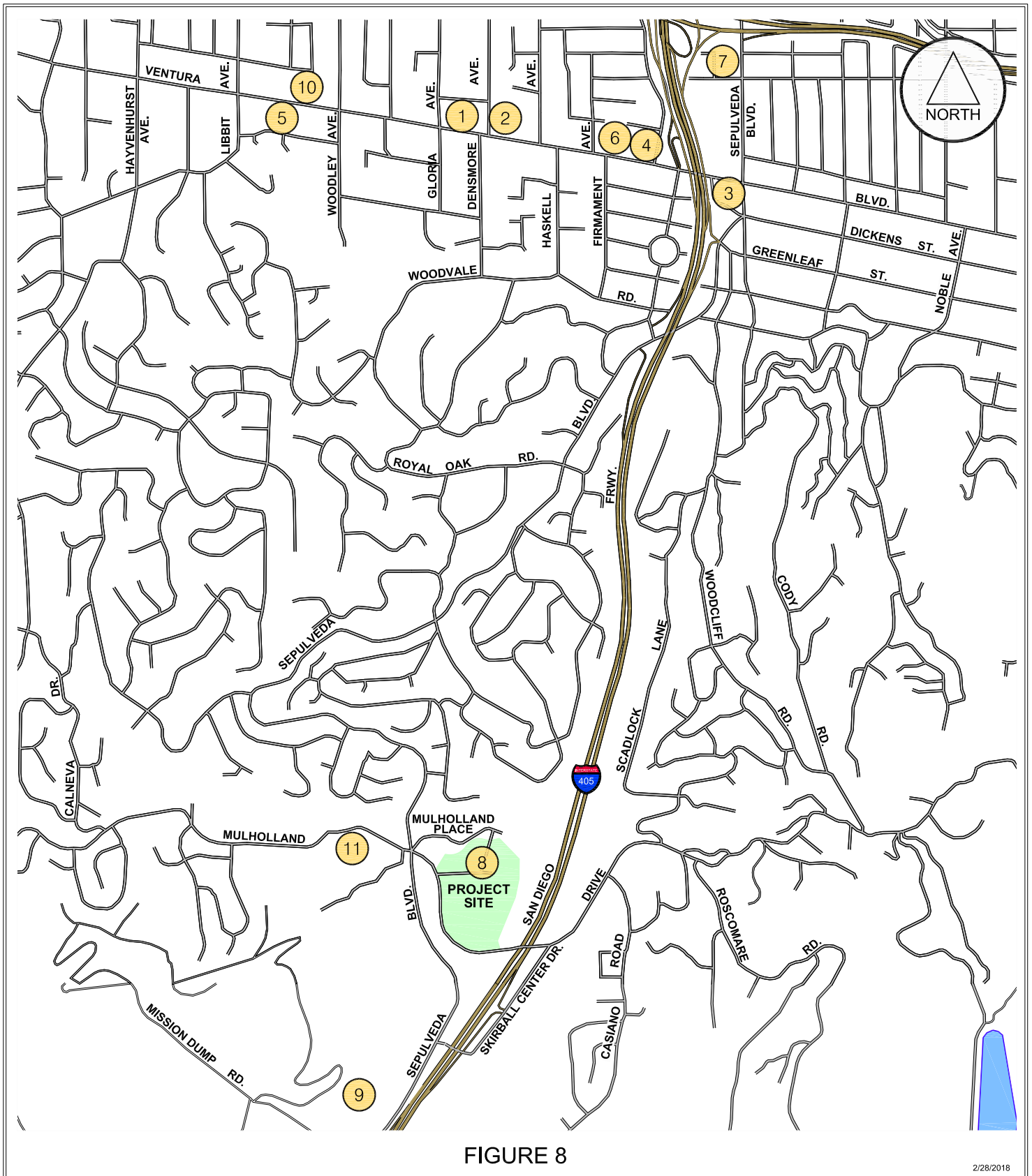


FIGURE 8

2/28/2018

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RELATED PROJECT LOCATION MAP



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Table 7
Related Project Locations, Descriptions, and Trip Generations

| NO. | ADDRESS/LOCATION | SIZE | PROJECT DESCRIPTION | DAILY | AM PEAK HOUR | | | SCHOOL PM PEAK HOUR | | | PM PEAK HOUR | | |
|-----|--------------------------------------|----------------------------------|--|-------|--------------|-----|-------|---------------------|------|-------|--------------|------|-------|
| | | | | | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL |
| 1. | 15821 Ventura Boulevard | 6,115 sf | <u>Bank Project</u> ¹ Bank | 623 | 18 | 7 | 25 | 22 | 28 | 50 | 22 | 28 | 50 |
| 2. | 15739 Ventura Boulevard | 259 stu | <u>Valley Beth Shalom</u> ² Preschool | 1,000 | 72 | 63 | 135 | 63 | 72 | 135 | 48 | 53 | 101 |
| 3. | 15315 Dickens Street ¹ | 10,000 sf | Coffee Shop | 1,300 | 60 | 60 | 120 | 70 | 50 | 120 | 70 | 50 | 120 |
| 4. | 15445 Ventura Boulevard ¹ | 2,770 sf | Convenience Store | 721 | 38 | 40 | 78 | 26 | 22 | 48 | 26 | 22 | 48 |
| 5. | 16206 Ventura Boulevard | 12,880 sf | <u>Mixed-Use Project</u> ¹ Mixed-Use (Office, Retail, Health Club) | 726 | 34 | 38 | 72 | 28 | 19 | 47 | 28 | 19 | 47 |
| 6. | 15485 Ventura Boulevard ¹ | 180 rm | Hotel | 932 | 36 | 25 | 61 | 35 | 33 | 68 | 35 | 33 | 68 |
| 7. | 4827 Sepulveda Boulevard | 500 du 45,000 sf 10,000 sf | <u>Il Villaggio Toscano Project</u> ³ Apartment Grocery Store Specialty Retail | 5,844 | 101 | 220 | 321 | 319 | 230 | 549 | 319 | 230 | 549 |
| 8. | 15871 Mulholland Drive | 183 stu | <u>The Curtis School Student Enrollment Increase</u> ⁴ Private School (K-9) | -- | 92 | 62 | 154 | 35 | 46 | 81 | 7 | 35 | 42 |
| 9. | 2301 N. Sepulveda Boulevard | 500 ac | <u>Mission Canyon Trailhead Project</u> ⁵ | 1,083 | 6 | 3 | 9 | 26 | 17 | 43 | 26 | 17 | 43 |
| 10. | 16161 Ventura Boulevard | 114 du (29,000) sf | <u>Apartment Project</u> ⁶ Apartment Retail (to be removed) | (261) | (5) | 30 | 25 | (13) | (33) | (46) | (13) | (33) | (46) |
| 11. | 16180 W. Mulholland Drive | 200 stu | <u>Mirman School</u> ⁷ | 822 | 99 | 33 | 132 | 36 | 73 | 109 | 14 | 26 | 40 |

Notes:

sf = Square Feet; stu = Students; rm = Rooms; du = Dwelling Units; ac = Acres.

¹ Trip generation and directional distribution provided by the LADOT related projects database (results generated on January 12, 2018). School PM peak hour trip generation and directional distribution conservatively assumed to be the same as those for the PM peak hour.

² Trip generation and directional distribution provided by the LADOT related projects database (results generated on January 12, 2018). School PM peak hour trip generation assumed to be the same as the AM peak hour, with reversed directionality.

³ Traffic Impact Study for Il Villaggio Toscano, Proposed Mixed-Use Project at Sepulveda Boulevard and Camarillo Street, Community of Sherman Oaks (Crain & Associates, December 2008). School PM peak hour trip generation and directional distribution conservatively assumed to be the same as those for the PM peak hour.

⁴ Empirically derived trip generation for the potential 183-student increase from the current enrollment of 492 students to the permitted maximum of 675 students. The inbound and outbound trips during the AM, School PM, and PM peak hours of adjacent street traffic were determined from the traffic counts conducted on January 26, 2016. The inbound and outbound trips for the potential student enrollment increase were calculated by multiplying these inbound/outbound values by a factor of 0.37 (183 future students/492 existing students). Although the observed existing inbound and outbound trips include trips associated with faculty/staff, these faculty/staff trips were not deducted in order to provide a conservative analysis.

⁵ Traffic Impact Study MOU for Mission Canyon Trailhead Project (Crain & Associates, January 2018). School PM peak hour trip generation and directional distribution conservatively assumed to be the same as those for the PM peak hour.

⁶ Project description provided by Los Angeles Department of City Planning. Trip generation based on rates for ITE LUC 220 (Multifamily Housing Low-Rise) and LUC 820 (Shopping Center) from the ITE Trip Generation Manual (10th Edition, 2017). School PM peak hour trip generation and directional distribution conservatively assumed to be the same as those for the PM peak hour.

⁷ Project description and AM/School PM/PM trip generation data provided by LADOT (sent via email on December 18, 2017), daily trip generation rates based on ITE LUC 534 (Private School [K-8]) from the ITE Trip Generation Manual (10th Edition, 2017).

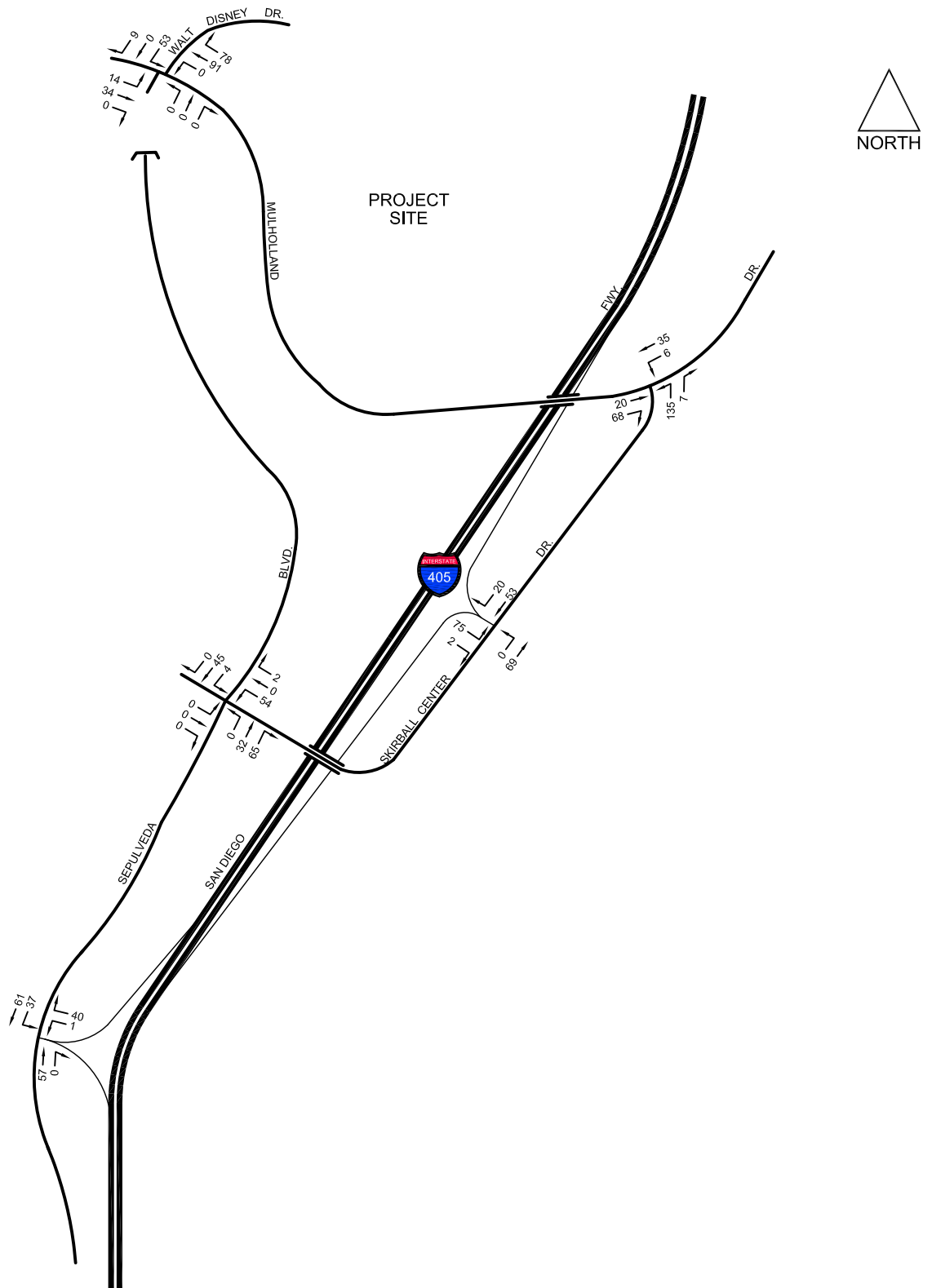
previously analyzed as part of prior environmental analyses for the existing The Curtis School approvals, with any traffic impacts associated with the maximum student enrollment mitigated to less-than-significant levels. The traffic associated with the potential 183-student increase in enrollment has appropriately been treated as part of the cumulative traffic growth in the Project study area.

For the analysis of Future (2035) Without Project traffic conditions, each related project's trip generation was distributed and assigned to the study area circulation system, using methodologies similar to those previously described for the Project trip distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 9(a), 9(b), and 9(c) for the weekday AM, School PM, and Roadway PM peak hours, respectively.

It should be noted that the inclusion of these related projects, as described, results in future (2035) traffic condition forecasts that are conservative for the purposes of impact analysis. As stated previously, the 1.0 percent ambient traffic growth factor, approved by the LADOT, accounts for the general traffic growth expected throughout the study area. The overlay of traffic volumes resulting from the 11 identified related projects represents a conservative projection of future traffic volumes. It is likely that some of the identified projects will not be approved or constructed as described. Therefore, the future condition of the study area roadway system has been forecast conservatively.

Highway System Improvements

In order to analyze better future traffic conditions in the Project area, an investigation was conducted of relevant future transportation improvements to the roadway system infrastructure in the study area. A number of traffic improvements were identified as



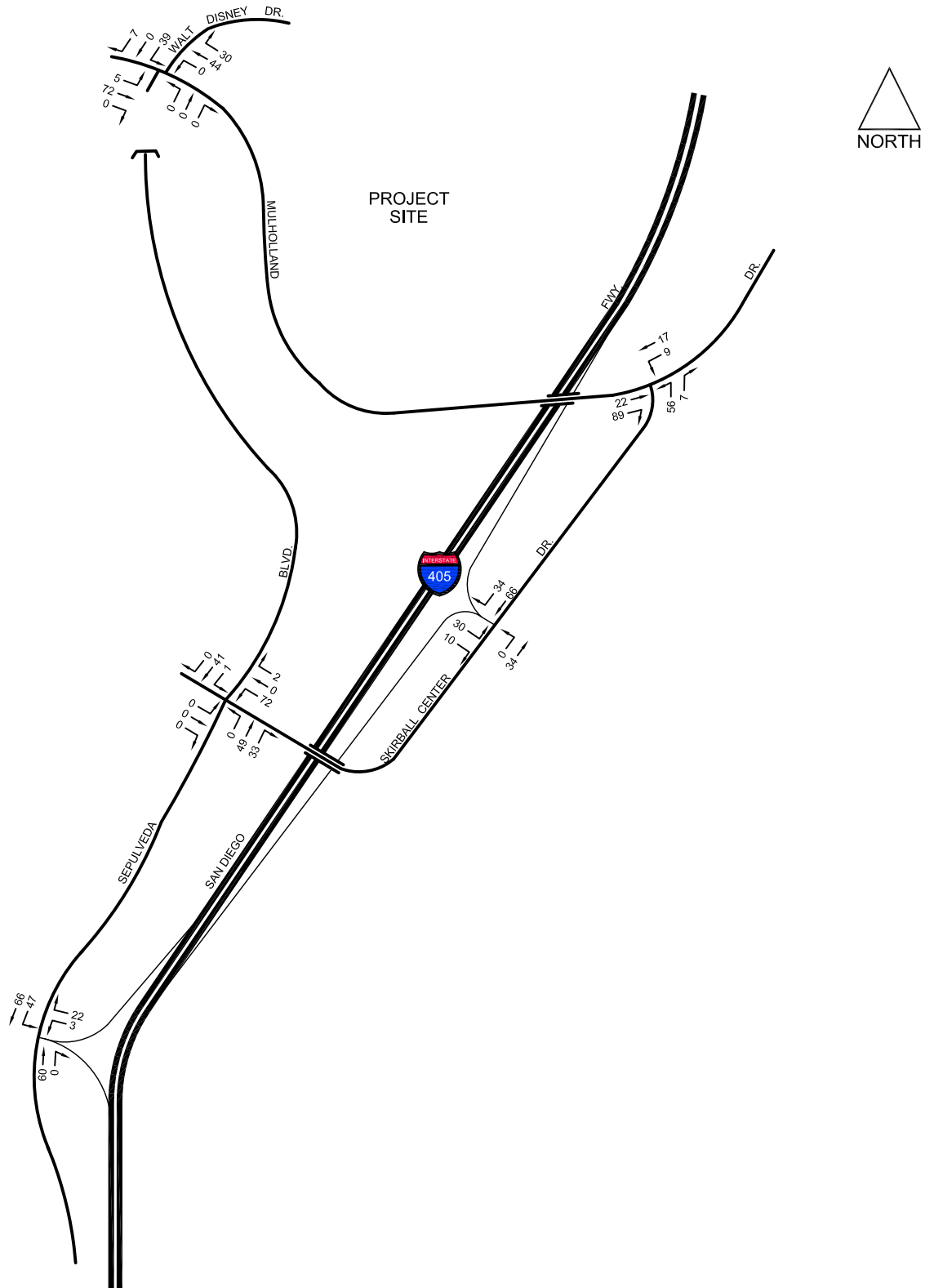


FIGURE 9(b)

3/1/2018

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TOTAL RELATED PROJECT TRAFFIC VOLUMES SCHOOL PM PEAK HOUR



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TOTAL RELATED PROJECT TRAFFIC VOLUMES ROADWAY PM PEAK HOUR

recently completed; however, no future improvements are scheduled for implementation that would affect the use of the existing street system.

A review of the City of Los Angeles *Mobility Plan 2035* reveals improvements that have been recently constructed or are planned within the study area. Northbound and southbound bicycle lanes have been recently installed on Sepulveda Boulevard, from Skirball Center Drive to just south of the I-405 Freeway southbound ramps. The bicycle lanes existing on Sepulveda Boulevard, from Skirball Center Drive to just north of Sherman Oaks Avenue, were not modified. Sepulveda Boulevard is designated as a Tier 2 bicycle lane facility within the Mobility Plan and will eventually provide uninterrupted bicycle lane connectivity between the west side of Los Angeles and the San Fernando Valley.

The Metro I-405 Sepulveda Pass Improvements Project was finished in 2014. The project included the addition of a 10-mile HOV lane on the northbound I-405 Freeway, between the Santa Monica Freeway/Interstate 10 (I-10) Freeway and the US-101 Freeway. The project also incorporated widening the I-405 Freeway northbound travel lanes to standard 12-foot widths, removing and replacing bridges, realigning on- and off-ramps, and modifying nearby surface street intersections. The project included the reconstruction of the Mulholland Bridge and the Skirball Bridge.

Metro is also currently studying various alternative high-capacity transit concepts for the Sepulveda Pass Corridor. This corridor is being considered for various transit modes, including light rail and subway. A Feasibility Study is currently being conducted for this project. While there is the potential for portions of this project to be completed by the Project buildout year of 2035, thereby removing passenger vehicle trips from the surrounding roadway system, none of these improvements have been assumed in order to provide a more conservative analysis framework.

A review of the most recent Bureau of Engineering Street Improvement, Hillside Slope Stability Program, Bridge Improvement Program, and Municipal Facilities Master Schedules did not reveal any other improvement projects that would significantly affect operations at the study intersection locations.

Analysis of Future (2035) Traffic Conditions

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described earlier, for the analysis of the future Project traffic impacts, the existing lane configuration geometrics and traffic control conditions were assumed to prevail.

As described earlier, future (2035) baseline traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and the total related project traffic volumes onto the existing (2018) traffic volumes. The Future (2035) Without Project traffic volumes are depicted on Figures 10(a), 10(b), and 10(c) for the weekday AM, School PM, and Roadway PM peak hours, respectively.

Project traffic volumes [Figures 6(a), 6(b), and 6(c)], as determined earlier, were then added to the Future (2035) Without Project traffic volumes to develop the Future (2035) With Project volumes. The Future (2035) With Project volumes were then used to determine traffic impacts directly attributable to the Project. The Future (2035) With Project weekday AM, School PM, and Roadway PM peak-hour traffic volumes are shown on Figures 11(a), 11(b), and 11(c), respectively.

The results of the analysis of existing and future traffic conditions at the study intersections are summarized in Table 8. As shown in Table 8, following the addition of Project-related traffic to Existing (2018) weekday traffic conditions, the LOS would not deteriorate at any study intersections during any peak hour. During the AM peak hour,

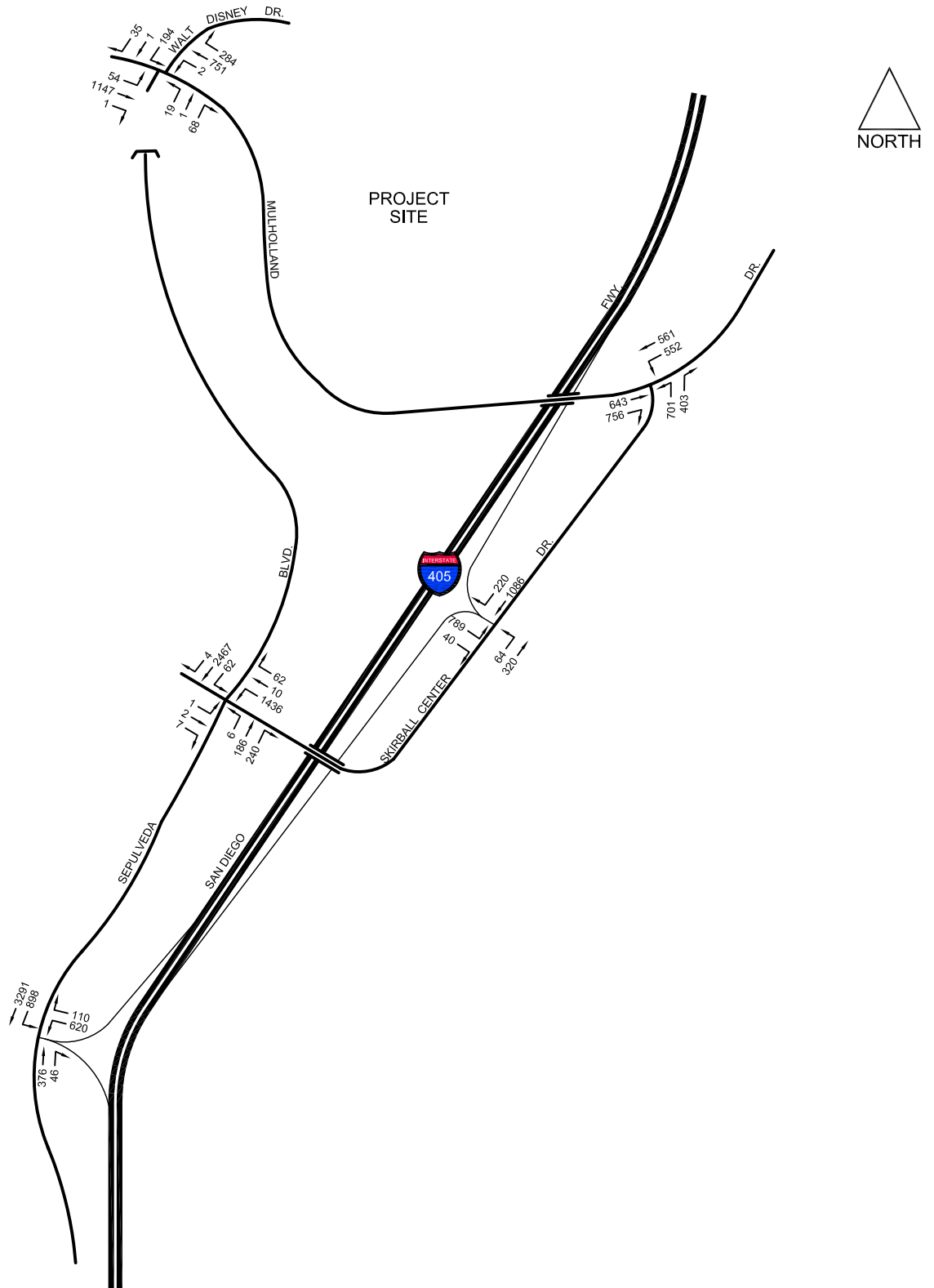


FIGURE 10(a)

3/1/2018

CurtisSchool/2018REPORTAM2035WO

FUTURE (2035) WITHOUT PROJECT TRAFFIC VOLUMES
AM PEAK HOUR



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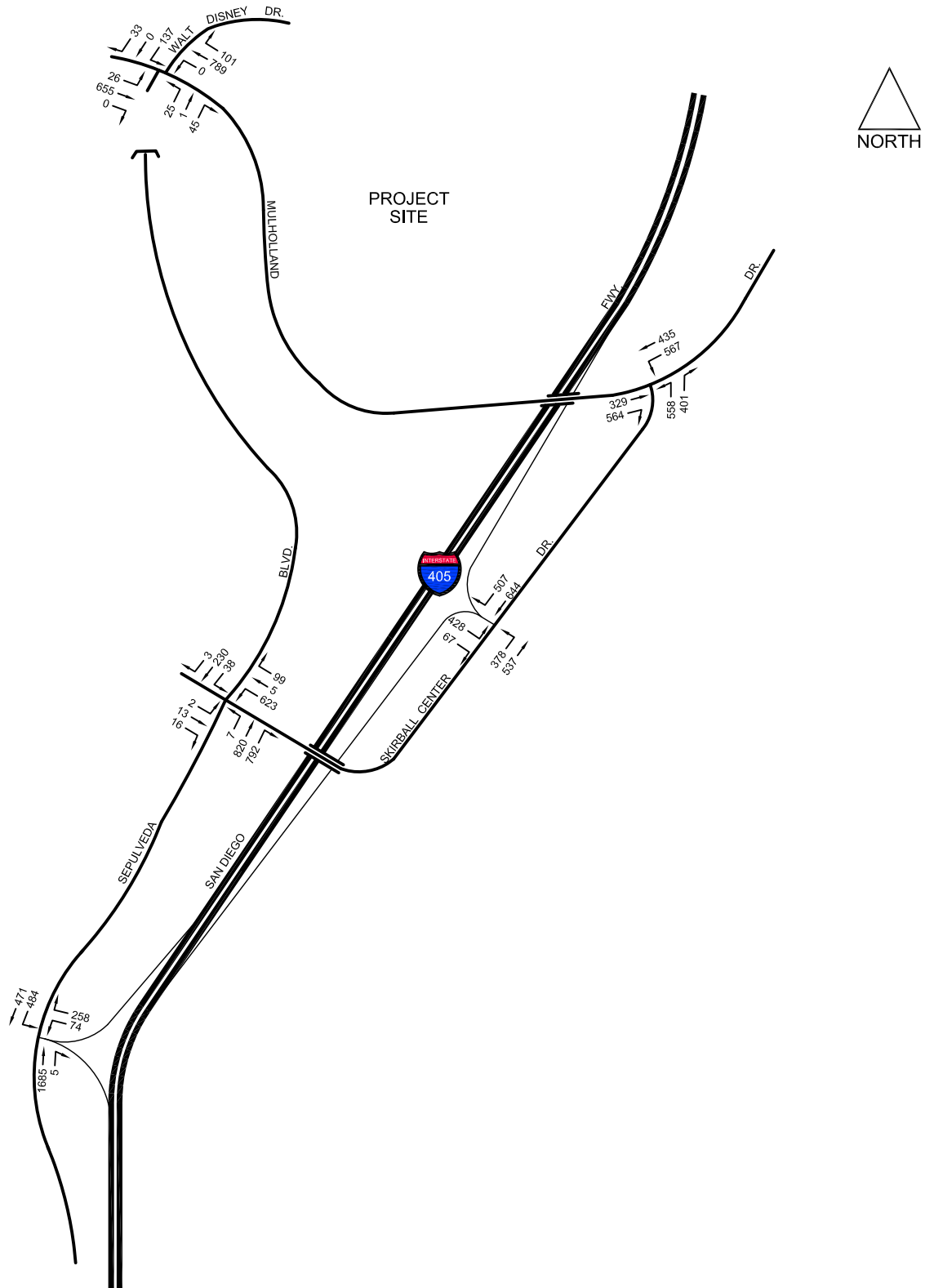


FIGURE 10(b)

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FUTURE (2035) WITHOUT PROJECT TRAFFIC VOLUMES
SCHOOL PM PEAK HOUR



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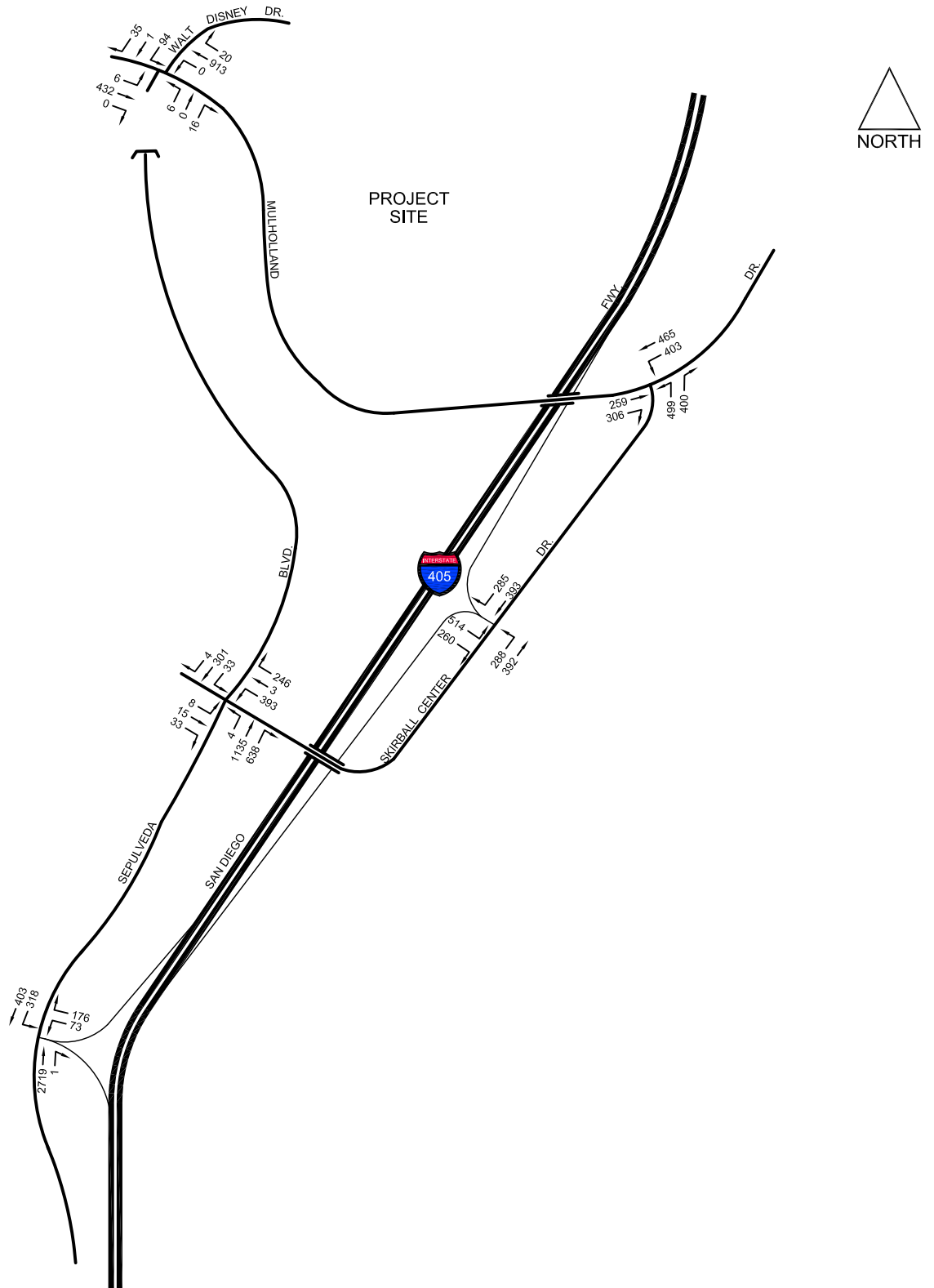


FIGURE 10(c)

3/1/2018

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**FUTURE (2035) WITHOUT PROJECT TRAFFIC VOLUMES
ROADWAY PM PEAK HOUR**



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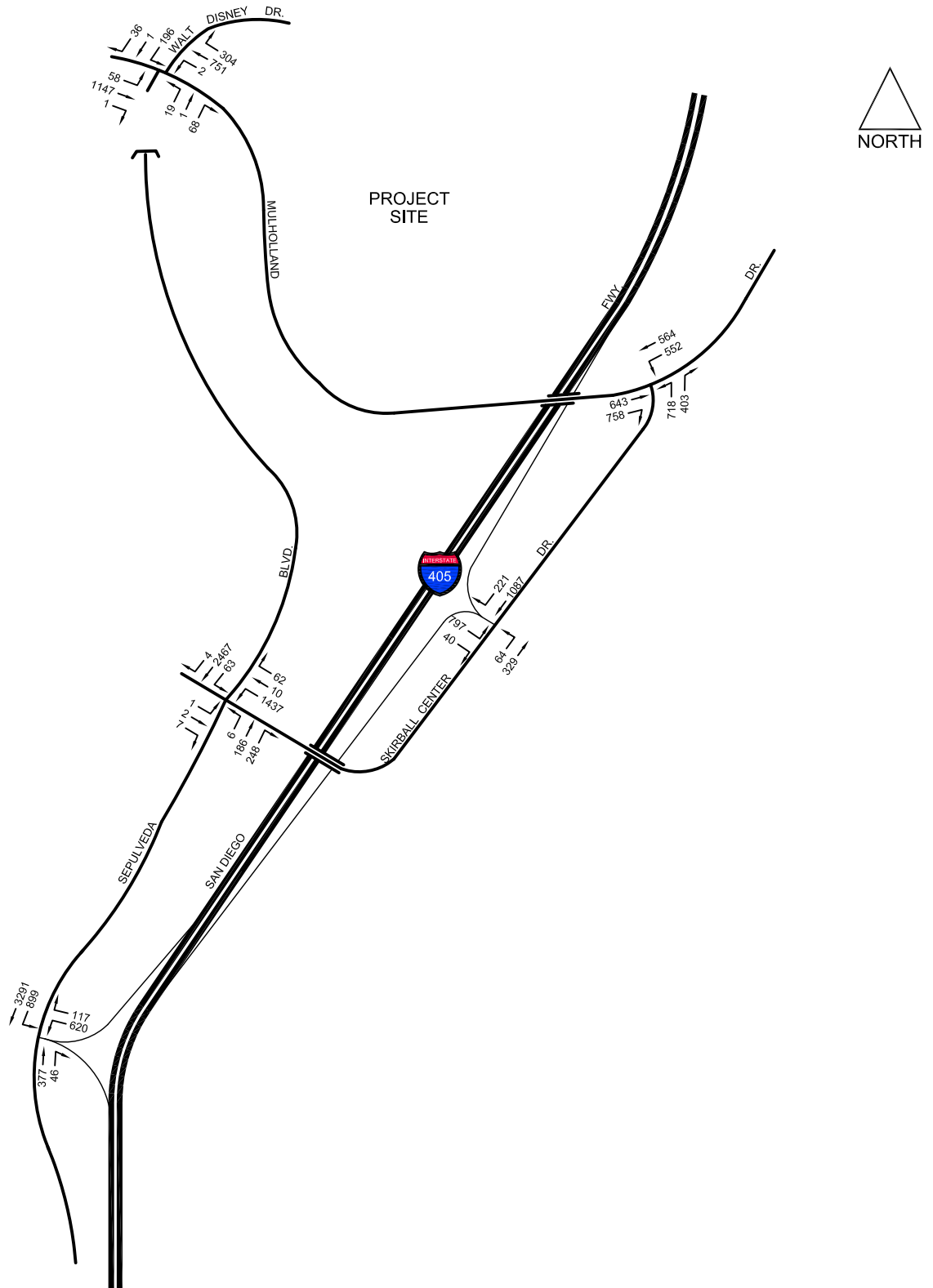


FIGURE 11(a)

3/1/2018

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FUTURE (2035) WITH PROJECT TRAFFIC VOLUMES
AM PEAK HOUR



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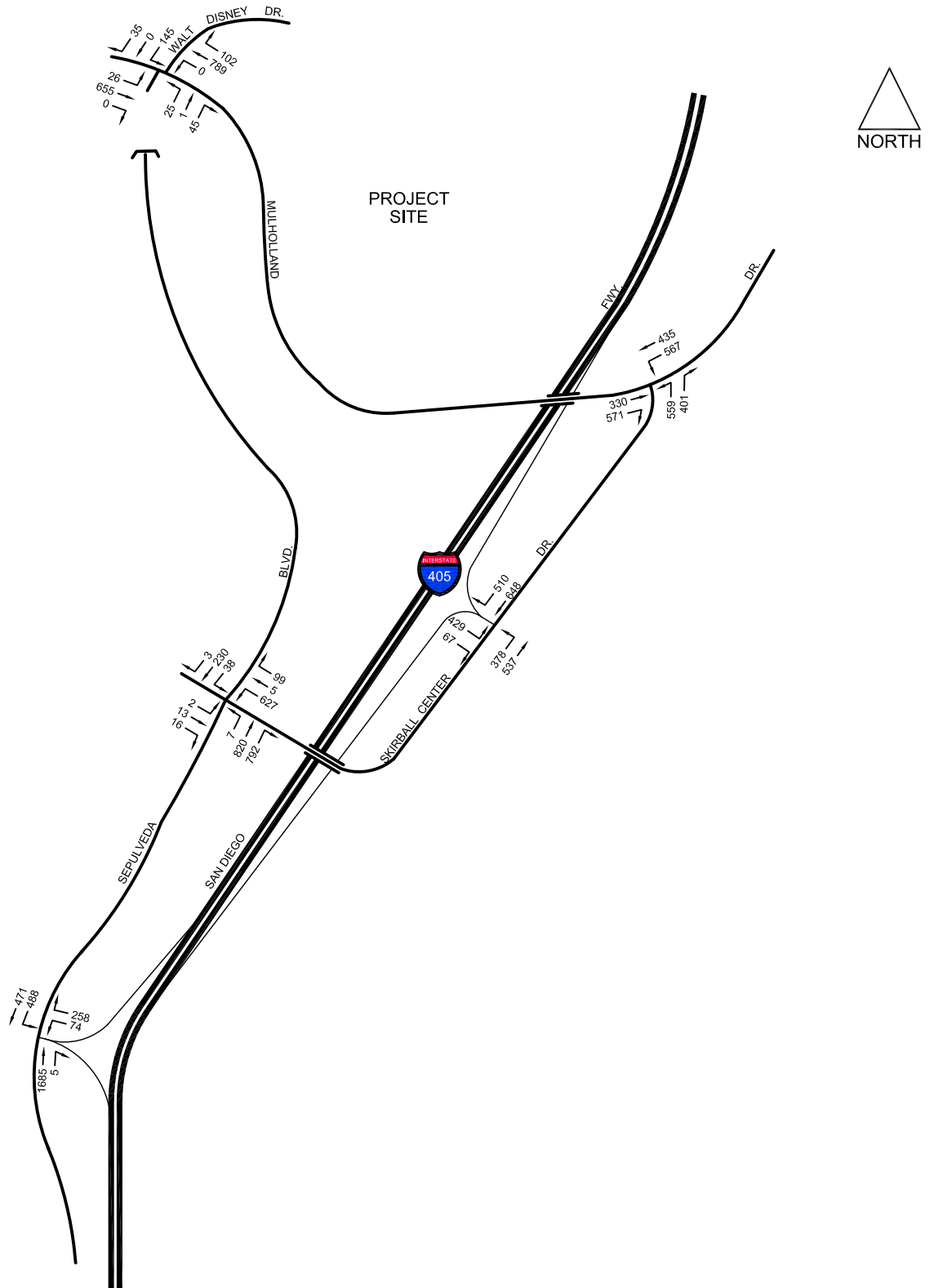


FIGURE 11(b)

3/1/2018

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FUTURE (2035) WITH PROJECT TRAFFIC VOLUMES
SCHOOL PM PEAK HOUR



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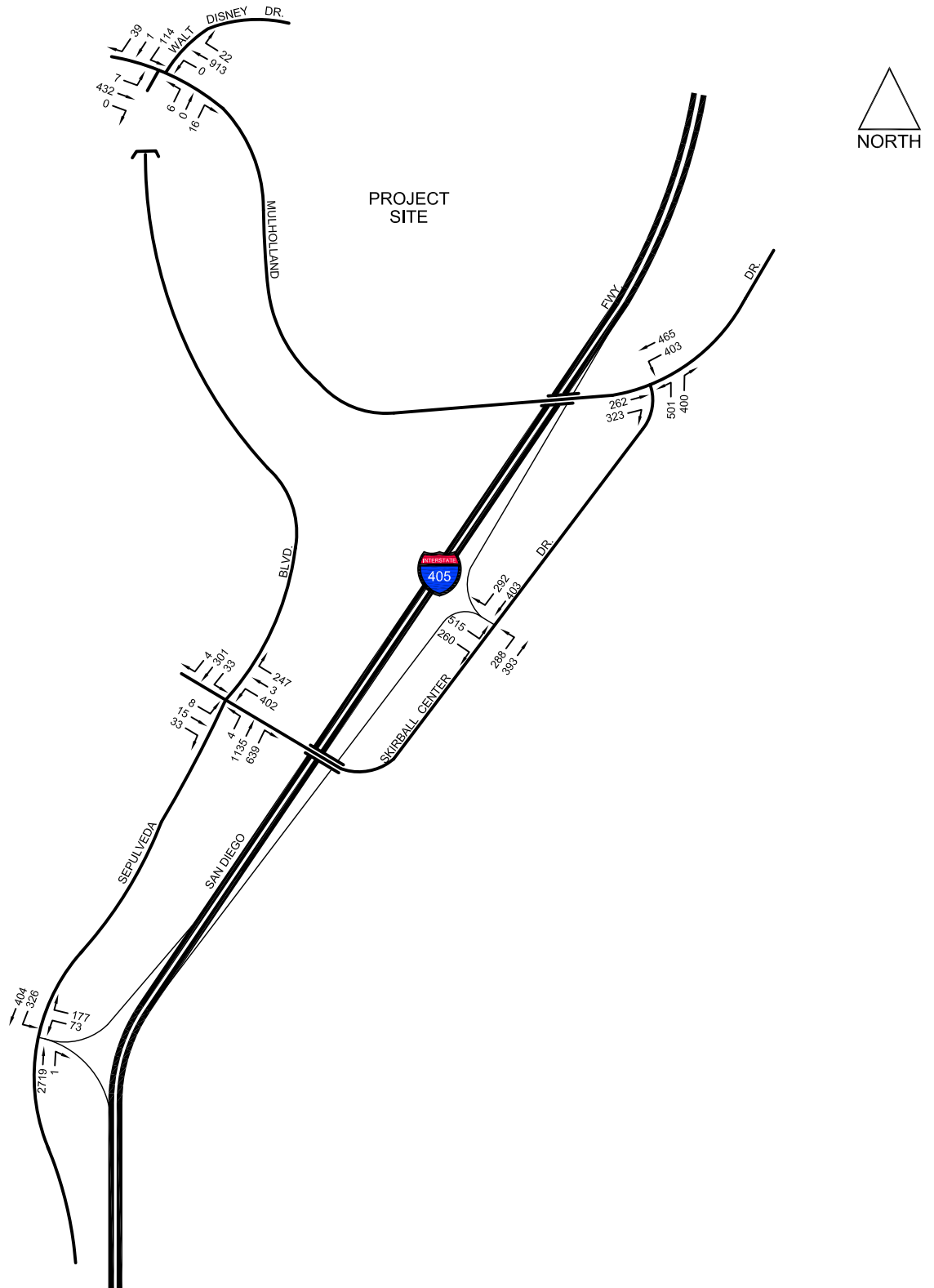


FIGURE 11(c)

3/1/2018

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FUTURE (2035) WITH PROJECT TRAFFIC VOLUMES
ROADWAY PM PEAK HOUR



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Table 8
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2018) and Future (2035) Traffic Conditions

| No. | Intersection | Peak Hour | Existing (2018) Conditions | | | | | Future (2035) Conditions | | | | | |
|-----|--|-----------|----------------------------|-----|--------------|-----|--------|--------------------------|-----|--------------|-----|--------|-------|
| | | | Existing | | Plus Project | | | Without Project | | With Project | | | Sig.? |
| | | | CMA | LOS | CMA | LOS | Impact | CMA | LOS | CMA | LOS | Impact | |
| 1 | Walt Disney Drive and Mulholland Drive | AM | 0.424 | A | 0.427 | A | 0.003 | 0.649 | B | 0.654 | B | 0.005 | No |
| | | School PM | 0.426 | A | 0.429 | A | 0.003 | 0.557 | A | 0.560 | A | 0.003 | No |
| | | PM | 0.466 | A | 0.474 | A | 0.008 | 0.593 | A | 0.601 | B | 0.008 | No |
| 2 | Skirball Center Drive and Mulholland Drive | AM | 0.777 | C | 0.784 | C | 0.007 | 1.009 | F | 1.016 | F | 0.007 | No |
| | | School PM | 0.576 | A | 0.577 | A | 0.001 | 0.744 | C | 0.745 | C | 0.001 | No |
| | | PM | 0.434 | A | 0.437 | A | 0.003 | 0.557 | A | 0.560 | A | 0.003 | No |
| 3 | Skirball Center Drive and I-405 Freeway Northbound Ramps | AM | 0.477 | A | 0.480 | A | 0.003 | 0.631 | B | 0.634 | B | 0.003 | No |
| | | School PM | 0.534 | A | 0.536 | A | 0.002 | 0.686 | B | 0.689 | B | 0.003 | No |
| | | PM | 0.391 | A | 0.396 | A | 0.005 | 0.501 | A | 0.506 | A | 0.005 | No |
| 4 | Sepulveda Boulevard and Skirball Center Drive | AM | 1.085 | F | 1.085 | F | 0.000 | 1.336 | F | 1.336 | F | 0.000 | No |
| | | School PM | 0.410 | A | 0.410 | A | 0.000 | 0.525 | A | 0.525 | A | 0.000 | No |
| | | PM | 0.420 | A | 0.421 | A | 0.001 | 0.527 | A | 0.528 | A | 0.001 | No |
| 5 | Sepulveda Boulevard and I-405 Freeway Southbound Ramps | AM | 1.224 | F | 1.224 | F | 0.000 | 1.490 | F | 1.490 | F | 0.000 | No |
| | | School PM | 0.566 | A | 0.567 | A | 0.001 | 0.730 | C | 0.732 | C | 0.002 | No |
| | | PM | 0.828 | D | 0.831 | D | 0.003 | 1.028 | F | 1.031 | F | 0.003 | No |

two intersections would continue to operate at LOS A and one intersection would continue to operate at LOS C. Two intersections (Sepulveda Boulevard and Skirball Center Drive, Sepulveda Boulevard and the I-405 Freeway Southbound Ramps) would continue to operate at LOS F during the AM peak hour. All five study intersections continue to operate at LOS A during the School PM peak hour. During the Roadway PM peak hour, four intersections would continue to operate at LOS A, while the intersection of Sepulveda Boulevard and the I-405 Freeway Southbound Ramps would continue to operate at LOS D.

As shown, under Future (2035) Without Project and Future (2035) With Project conditions, traffic operations are expected to deteriorate when compared with existing conditions following the conservative addition of ambient and related project traffic growth. Under Future (2035) Without Project conditions, two intersections would operate at LOS B or better and three intersections (Skirball Center Drive and Mulholland Drive, Sepulveda Boulevard and Skirball Center Drive, and Sepulveda Boulevard and the I-405 Freeway Southbound Ramps) would operate at LOS F during the AM peak hour. During the School PM peak hour, all five study intersections would operate at LOS C or better. During the Roadway PM peak hour, four intersections would operate at LOS A and one intersection (Sepulveda Boulevard and the I-405 Freeway Southbound Ramps) would operate at LOS F.

Under Future (2035) With Project conditions, the addition of Project-related traffic would not deteriorate the LOS at four study intersections during any peak hour. One intersection (Walt Disney Drive and Mulholland Drive) would deteriorate from LOS A to LOS B during the Roadway PM peak hour. Under Future (2035) With Project conditions, two intersections would continue to operate at LOS B or better and three intersections (Skirball Center Drive and Mulholland Drive, Sepulveda Boulevard and Skirball Center Drive, and Sepulveda Boulevard and the I-405 Freeway Southbound

Ramps) would continue to operate at LOS F during the AM peak hour. During the School PM peak hour, all five study intersections would continue to operate at LOS C or better. During the Roadway PM peak hour, four intersections would operate at LOS B or better and one intersection (Sepulveda Boulevard and the I-405 Freeway Southbound Ramps) would continue to operate at LOS F. The CMA/LOS calculation worksheets for existing and future conditions are included in Appendix C.

Significant Traffic Impact Criteria and Project Traffic Impacts

The LADOT significant impact criteria for development projects were applied to the Project impacts. The LADOT defines a significant intersection traffic impact attributable to a development project based on a “stepped scale,” with intersections experiencing high V/C ratios being more sensitive to additional traffic than those operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the V/C ratio due to project-related traffic under future buildout conditions of 0.010 or more when the final (with project) LOS is E or F, a V/C ratio increase of 0.020 or more when the final LOS is D, or an increase of 0.040 or more when the final LOS is C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 9.

Table 9
LADOT Criteria for Significant Intersection Traffic Impacts

| <u>LOS</u> | <u>Final V/C Ratio</u> | <u>Project-Related Increase in V/C Ratio</u> |
|-------------------|-------------------------------|---|
| C | > 0.700 - 0.800 | equal to or greater than 0.040 |
| D | > 0.800 - 0.900 | equal to or greater than 0.020 |
| E, F | > 0.900 | equal to or greater than 0.010 |

These LADOT criteria were applied for the five study intersections. Based on these criteria and as shown previously in Table 8, the Project would not significantly impact any of the study intersections during any peak hour.

Congestion Management Program (CMP) Impact Analysis

The traffic impact guidelines of the current 2010 CMP for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway monitoring locations where a project could add 150 or more trips in either direction during the peak hours are to be analyzed.

The nearest CMP arterial monitoring locations are the following intersections:

- Ventura Boulevard and Sepulveda Boulevard (approx. 1.8 miles northeast of the Project site); and
- Wilshire Boulevard and Sepulveda Boulevard (approx. 5.2 miles southeast)

Based on a review of the Project trip generation (shown in Table 5) and Project trip distribution percentages (shown in Figure 5), the Project is expected to contribute minimal traffic volumes to these CMP monitoring intersections during the weekday AM, School PM, and Roadway PM peak hours. Further, it is expected that Project traffic volume contributions to more distant CMP arterial monitoring locations would be even lower, given that Project traffic would disperse across an increasing number of roadways when further from the Project site. With Project traffic contributions well below the 50-trip threshold, no significant Project traffic impacts to CMP arterial monitoring locations are forecast and no additional arterial intersection analysis is necessary.

In terms of CMP freeway monitoring segment analysis, a review of the Project's trip generation indicates that the Project would not generate more than 24 directional

(inbound or outbound) trips during any peak hour. Therefore, the Project would contribute well below the 150 directional-trip threshold to all CMP freeway monitoring segments, no significant Project traffic impacts to CMP freeway monitoring locations are forecast, and no additional freeway analysis is necessary.

The local CMP also requires that all projects consider potential transit impacts. Based on the location of The Curtis School, the lack of transit service on roadways adjacent to the Project site, and school's aggressive busing and carpool programs, the proposed Project is not anticipated to have a significant impact on transit service in the study area.

Residential Street/Neighborhood Intrusion Impact Analysis

In order to address local residential neighborhood concerns, the LADOT requires the preparation of a residential street impact analysis if a development project meets certain conditions. These conditions include the proposed development project being non-residential and non-school in nature, with an anticipated significant traffic contribution to a congested arterial (with intersections operating at LOS E or F) in the presence of local residential street(s) that provide viable alternate route(s). Given that the Project is a school, the first criterion for a residential street/neighborhood intrusion impact analysis is not met, the Project would not significantly impact local residential streets, and no further analysis is required.

MITIGATION MEASURES

As indicated in the preceding traffic analysis, the Project is not expected to significantly impact any of the five study intersections, any CMP monitoring locations, public transit, or residential street facilities. Therefore, no transportation-related mitigation measures are required for the Project.

The Curtis School will continue to participate in its existing Transportation Demand Management (TDM) Program, as outlined below.

Transportation Demand Management Program

The Curtis School currently has a TDM Program in place, with ridesharing targets for the student and faculty/staff populations of 80 percent and 50 percent, respectively. These TDM Program ridesharing targets were established to mitigate the school's traffic impacts associated with current faculty/staff levels and the potential remaining student enrollment increase to 675 students per the approved 1990 CUP. The school achieves these ridesharing targets by promoting ridesharing between students in private vehicles, between students traveling with faculty/staff, and between faculty/staff traveling with each other. The school also provides a busing program that had a five-bus fleet in operation during the 2016-2017 academic year. Vehicle trips at the school are monitored on an annual basis to assure that the school is in compliance with the rideshare participation rate requirements contained in the school's existing Conditional Use Permits, and these targets are recommended to be followed for the additional faculty/staff population associated with the Project.

APPENDIX A
TRAFFIC COUNT DATA SHEETS

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAAM 1-26
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

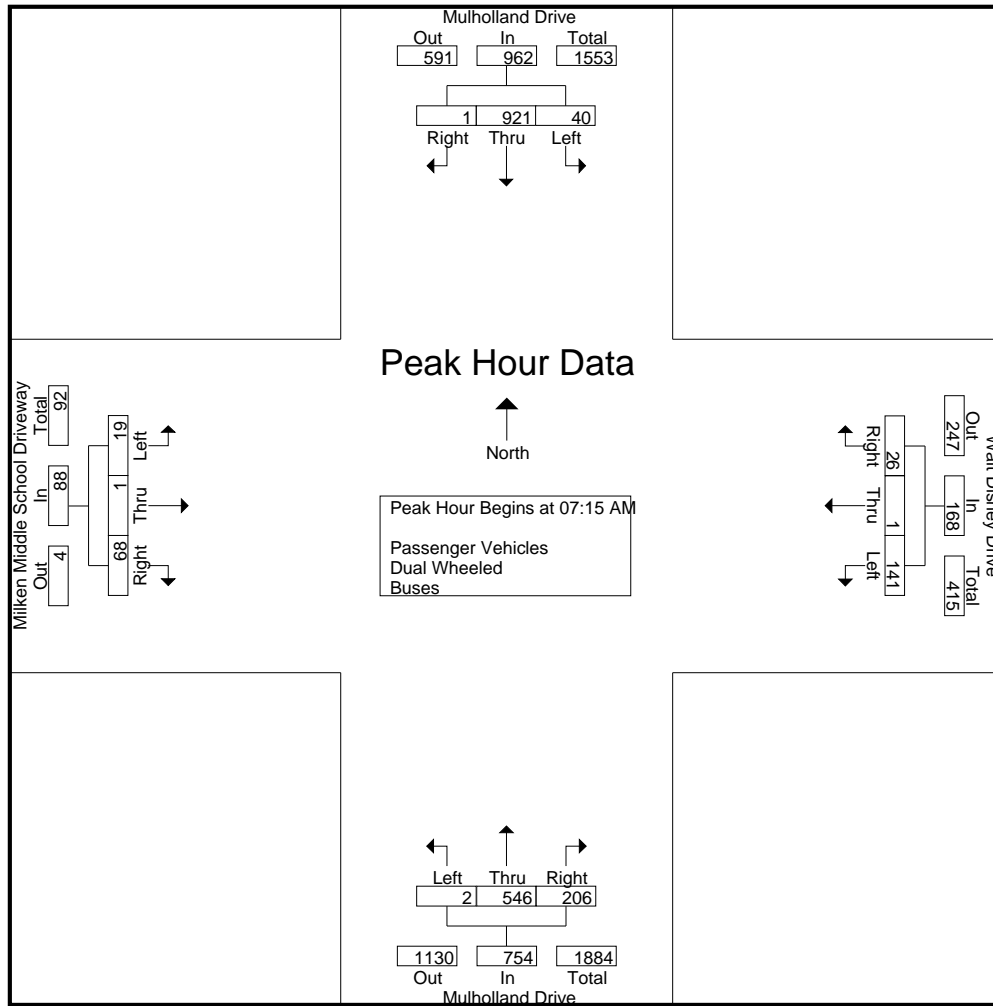
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|----------------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 288 | 0 | 291 | 0 | 0 | 0 | 0 | 0 | 89 | 9 | 98 | 8 | 0 | 29 | 37 | 426 |
| 07:15 AM | 3 | 275 | 0 | 278 | 13 | 0 | 1 | 14 | 1 | 103 | 31 | 135 | 14 | 0 | 54 | 68 | 495 |
| 07:30 AM | 10 | 268 | 0 | 278 | 30 | 0 | 6 | 36 | 1 | 145 | 45 | 191 | 2 | 1 | 12 | 15 | 520 |
| 07:45 AM | 8 | 158 | 1 | 167 | 34 | 0 | 6 | 40 | 0 | 200 | 46 | 246 | 2 | 0 | 0 | 2 | 455 |
| Total | 24 | 989 | 1 | 1014 | 77 | 0 | 13 | 90 | 2 | 537 | 131 | 670 | 26 | 1 | 95 | 122 | 1896 |
| 08:00 AM | 19 | 220 | 0 | 239 | 64 | 1 | 13 | 78 | 0 | 98 | 84 | 182 | 1 | 0 | 2 | 3 | 502 |
| 08:15 AM | 24 | 244 | 0 | 268 | 51 | 0 | 18 | 69 | 0 | 74 | 24 | 98 | 3 | 0 | 1 | 4 | 439 |
| 08:30 AM | 2 | 261 | 0 | 263 | 9 | 0 | 6 | 15 | 0 | 83 | 7 | 90 | 2 | 0 | 0 | 2 | 370 |
| 08:45 AM | 2 | 320 | 0 | 322 | 3 | 0 | 1 | 4 | 0 | 66 | 1 | 67 | 2 | 0 | 0 | 2 | 395 |
| Total | 47 | 1045 | 0 | 1092 | 127 | 1 | 38 | 166 | 0 | 321 | 116 | 437 | 8 | 0 | 3 | 11 | 1706 |
| 09:00 AM | 0 | 249 | 0 | 249 | 6 | 0 | 0 | 6 | 1 | 47 | 4 | 52 | 2 | 0 | 1 | 3 | 310 |
| 09:15 AM | 2 | 236 | 0 | 238 | 4 | 0 | 0 | 4 | 0 | 48 | 3 | 51 | 1 | 0 | 0 | 1 | 294 |
| 09:30 AM | 3 | 249 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 32 | 1 | 0 | 1 | 2 | 286 |
| 09:45 AM | 2 | 226 | 0 | 228 | 2 | 0 | 0 | 2 | 0 | 29 | 1 | 30 | 0 | 0 | 1 | 1 | 261 |
| Total | 7 | 960 | 0 | 967 | 12 | 0 | 0 | 12 | 1 | 156 | 8 | 165 | 4 | 0 | 3 | 7 | 1151 |
| Grand Total | 78 | 2994 | 1 | 3073 | 216 | 1 | 51 | 268 | 3 | 1014 | 255 | 1272 | 38 | 1 | 101 | 140 | 4753 |
| Apprch % | 2.5 | 97.4 | 0 | | 80.6 | 0.4 | 19 | | 0.2 | 79.7 | 20 | | 27.1 | 0.7 | 72.1 | | |
| Total % | 1.6 | 63 | 0 | 64.7 | 4.5 | 0 | 1.1 | 5.6 | 0.1 | 21.3 | 5.4 | 26.8 | 0.8 | 0 | 2.1 | 2.9 | |
| Passenger Vehicles | 78 | 2957 | 1 | 3036 | 210 | 1 | 51 | 262 | 3 | 975 | 249 | 1227 | 38 | 1 | 101 | 140 | 4665 |
| % Passenger Vehicles | 100 | 98.8 | 100 | 98.8 | 97.2 | 100 | 100 | 97.8 | 100 | 96.2 | 97.6 | 96.5 | 100 | 100 | 100 | 100 | 98.1 |
| Dual Wheeled | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 14 |
| % Dual Wheeled | 0 | 0.2 | 0 | 0.2 | 0.5 | 0 | 0 | 0.4 | 0 | 0.7 | 0.4 | 0.6 | 0 | 0 | 0 | 0 | 0.3 |
| Buses | 0 | 32 | 0 | 32 | 5 | 0 | 0 | 5 | 0 | 32 | 5 | 37 | 0 | 0 | 0 | 0 | 74 |
| % Buses | 0 | 1.1 | 0 | 1 | 2.3 | 0 | 0 | 1.9 | 0 | 3.2 | 2 | 2.9 | 0 | 0 | 0 | 0 | 1.6 |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------------|----------|------------|-----------------------------|----------|-----------|------------|-----------------------------|------------|-----------|------------|---|----------|-----------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 3 | 275 | 0 | 278 | 13 | 0 | 1 | 14 | 1 | 103 | 31 | 135 | 14 | 0 | 54 | 68 | 495 |
| 07:30 AM | 10 | 268 | 0 | 278 | 30 | 0 | 6 | 36 | 1 | 145 | 45 | 191 | 2 | 1 | 12 | 15 | 520 |
| 07:45 AM | 8 | 158 | 1 | 167 | 34 | 0 | 6 | 40 | 0 | 200 | 46 | 246 | 2 | 0 | 0 | 2 | 455 |
| 08:00 AM | 19 | 220 | 0 | 239 | 64 | 1 | 13 | 78 | 0 | 98 | 84 | 182 | 1 | 0 | 2 | 3 | 502 |
| Total Volume | 40 | 921 | 1 | 962 | 141 | 1 | 26 | 168 | 2 | 546 | 206 | 754 | 19 | 1 | 68 | 88 | 1972 |
| % App. Total | 4.2 | 95.7 | 0.1 | | 83.9 | 0.6 | 15.5 | | 0.3 | 72.4 | 27.3 | | 21.6 | 1.1 | 77.3 | | |
| PHF | .526 | .837 | .250 | .865 | .551 | .250 | .500 | .538 | .500 | .683 | .613 | .766 | .339 | .250 | .315 | .324 | .948 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAAM 1-26
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 08:15 AM | | | | 07:30 AM | | | | 07:15 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 24 | 244 | 0 | 268 | 30 | 0 | 6 | 36 | 1 | 103 | 31 | 135 | 8 | 0 | 29 | 37 |
| +15 mins. | 2 | 261 | 0 | 263 | 34 | 0 | 6 | 40 | 1 | 145 | 45 | 191 | 14 | 0 | 54 | 68 |
| +30 mins. | 2 | 320 | 0 | 322 | 64 | 1 | 13 | 78 | 0 | 200 | 46 | 246 | 2 | 1 | 12 | 15 |
| +45 mins. | 0 | 249 | 0 | 249 | 51 | 0 | 18 | 69 | 0 | 98 | 84 | 182 | 2 | 0 | 0 | 2 |
| Total Volume | 28 | 1074 | 0 | 1102 | 179 | 1 | 43 | 223 | 2 | 546 | 206 | 754 | 26 | 1 | 95 | 122 |
| % App. Total | 2.5 | 97.5 | 0 | | 80.3 | 0.4 | 19.3 | | 0.3 | 72.4 | 27.3 | | 21.3 | 0.8 | 77.9 | |
| PHF | .292 | .839 | .000 | .856 | .699 | .250 | .597 | .715 | .500 | .683 | .613 | .766 | .464 | .250 | .440 | .449 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAAM 1-26
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

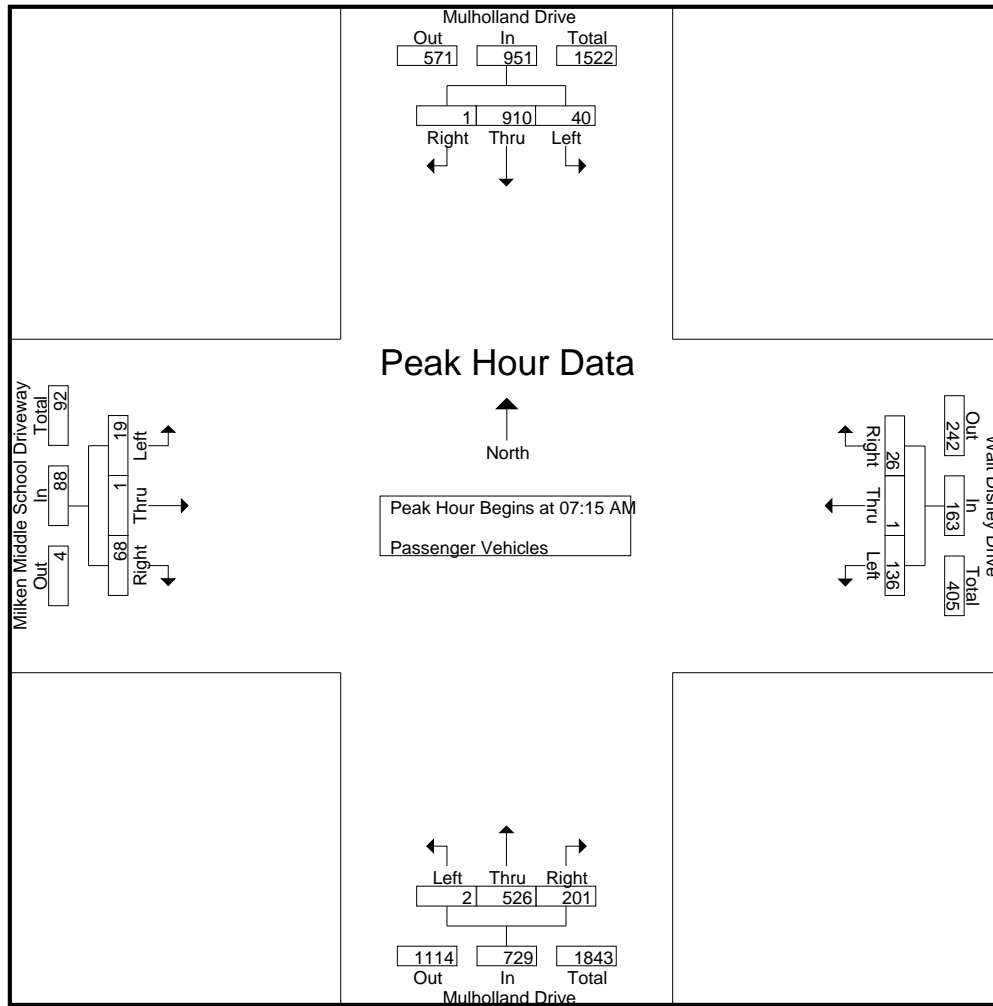
Groups Printed- Passenger Vehicles

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 285 | 0 | 288 | 0 | 0 | 0 | 0 | 0 | 87 | 9 | 96 | 8 | 0 | 29 | 37 | 421 |
| 07:15 AM | 3 | 272 | 0 | 275 | 13 | 0 | 1 | 14 | 1 | 98 | 31 | 130 | 14 | 0 | 54 | 68 | 487 |
| 07:30 AM | 10 | 265 | 0 | 275 | 30 | 0 | 6 | 36 | 1 | 141 | 45 | 187 | 2 | 1 | 12 | 15 | 513 |
| 07:45 AM | 8 | 155 | 1 | 164 | 34 | 0 | 6 | 40 | 0 | 190 | 43 | 233 | 2 | 0 | 0 | 2 | 439 |
| Total | 24 | 977 | 1 | 1002 | 77 | 0 | 13 | 90 | 2 | 516 | 128 | 646 | 26 | 1 | 95 | 122 | 1860 |
| 08:00 AM | 19 | 218 | 0 | 237 | 59 | 1 | 13 | 73 | 0 | 97 | 82 | 179 | 1 | 0 | 2 | 3 | 492 |
| 08:15 AM | 24 | 238 | 0 | 262 | 51 | 0 | 18 | 69 | 0 | 72 | 24 | 96 | 3 | 0 | 1 | 4 | 431 |
| 08:30 AM | 2 | 259 | 0 | 261 | 9 | 0 | 6 | 15 | 0 | 80 | 7 | 87 | 2 | 0 | 0 | 2 | 365 |
| 08:45 AM | 2 | 315 | 0 | 317 | 3 | 0 | 1 | 4 | 0 | 62 | 1 | 63 | 2 | 0 | 0 | 2 | 386 |
| Total | 47 | 1030 | 0 | 1077 | 122 | 1 | 38 | 161 | 0 | 311 | 114 | 425 | 8 | 0 | 3 | 11 | 1674 |
| 09:00 AM | 0 | 247 | 0 | 247 | 5 | 0 | 0 | 5 | 1 | 46 | 3 | 50 | 2 | 0 | 1 | 3 | 305 |
| 09:15 AM | 2 | 233 | 0 | 235 | 4 | 0 | 0 | 4 | 0 | 45 | 3 | 48 | 1 | 0 | 0 | 1 | 288 |
| 09:30 AM | 3 | 245 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 31 | 1 | 0 | 1 | 2 | 281 |
| 09:45 AM | 2 | 225 | 0 | 227 | 2 | 0 | 0 | 2 | 0 | 26 | 1 | 27 | 0 | 0 | 1 | 1 | 257 |
| Total | 7 | 950 | 0 | 957 | 11 | 0 | 0 | 11 | 1 | 148 | 7 | 156 | 4 | 0 | 3 | 7 | 1131 |
| Grand Total | 78 | 2957 | 1 | 3036 | 210 | 1 | 51 | 262 | 3 | 975 | 249 | 1227 | 38 | 1 | 101 | 140 | 4665 |
| Apprch % | 2.6 | 97.4 | 0 | | 80.2 | 0.4 | 19.5 | | 0.2 | 79.5 | 20.3 | | 27.1 | 0.7 | 72.1 | | |
| Total % | 1.7 | 63.4 | 0 | 65.1 | 4.5 | 0 | 1.1 | 5.6 | 0.1 | 20.9 | 5.3 | 26.3 | 0.8 | 0 | 2.2 | 3 | |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------------|-------|------------|-----------------------------|----------|-----------|------------|-----------------------------|------------|-----------|------------|---|------|-----------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 3 | 272 | 0 | 275 | 13 | 0 | 1 | 14 | 1 | 98 | 31 | 130 | 14 | 0 | 54 | 68 | 487 |
| 07:30 AM | 10 | 265 | 0 | 275 | 30 | 0 | 6 | 36 | 1 | 141 | 45 | 187 | 2 | 1 | 12 | 15 | 513 |
| 07:45 AM | 8 | 155 | 1 | 164 | 34 | 0 | 6 | 40 | 0 | 190 | 43 | 233 | 2 | 0 | 0 | 2 | 439 |
| 08:00 AM | 19 | 218 | 0 | 237 | 59 | 1 | 13 | 73 | 0 | 97 | 82 | 179 | 1 | 0 | 2 | 3 | 492 |
| Total Volume | 40 | 910 | 1 | 951 | 136 | 1 | 26 | 163 | 2 | 526 | 201 | 729 | 19 | 1 | 68 | 88 | 1931 |
| % App. Total | 4.2 | 95.7 | 0.1 | | 83.4 | 0.6 | 16 | | 0.3 | 72.2 | 27.6 | | 21.6 | 1.1 | 77.3 | | |
| PHF | .526 | .836 | .250 | .865 | .576 | .250 | .500 | .558 | .500 | .692 | .613 | .782 | .339 | .250 | .315 | .324 | .941 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAAM 1-26
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|--------------|-----------|------------|------|------------|-----------|----------|-----------|-----------|----------|------------|-----------|------------|-----------|----------|-----------|-----------|
| +0 mins. | 3 | 272 | 0 | 275 | 13 | 0 | 1 | 14 | 1 | 98 | 31 | 130 | 14 | 0 | 54 | 68 |
| +15 mins. | 10 | 265 | 0 | 275 | 30 | 0 | 6 | 36 | 1 | 141 | 45 | 187 | 2 | 1 | 12 | 15 |
| +30 mins. | 8 | 155 | 1 | 164 | 34 | 0 | 6 | 40 | 0 | 190 | 43 | 233 | 2 | 0 | 0 | 2 |
| +45 mins. | 19 | 218 | 0 | 237 | 59 | 1 | 13 | 73 | 0 | 97 | 82 | 179 | 1 | 0 | 2 | 3 |
| Total Volume | 40 | 910 | 1 | 951 | 136 | 1 | 26 | 163 | 2 | 526 | 201 | 729 | 19 | 1 | 68 | 88 |
| % App. Total | 4.2 | 95.7 | 0.1 | | 83.4 | 0.6 | 16 | | 0.3 | 72.2 | 27.6 | | 21.6 | 1.1 | 77.3 | |
| PHF | .526 | .836 | .250 | .865 | .576 | .250 | .500 | .558 | .500 | .692 | .613 | .782 | .339 | .250 | .315 | .324 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAAM 1-26
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

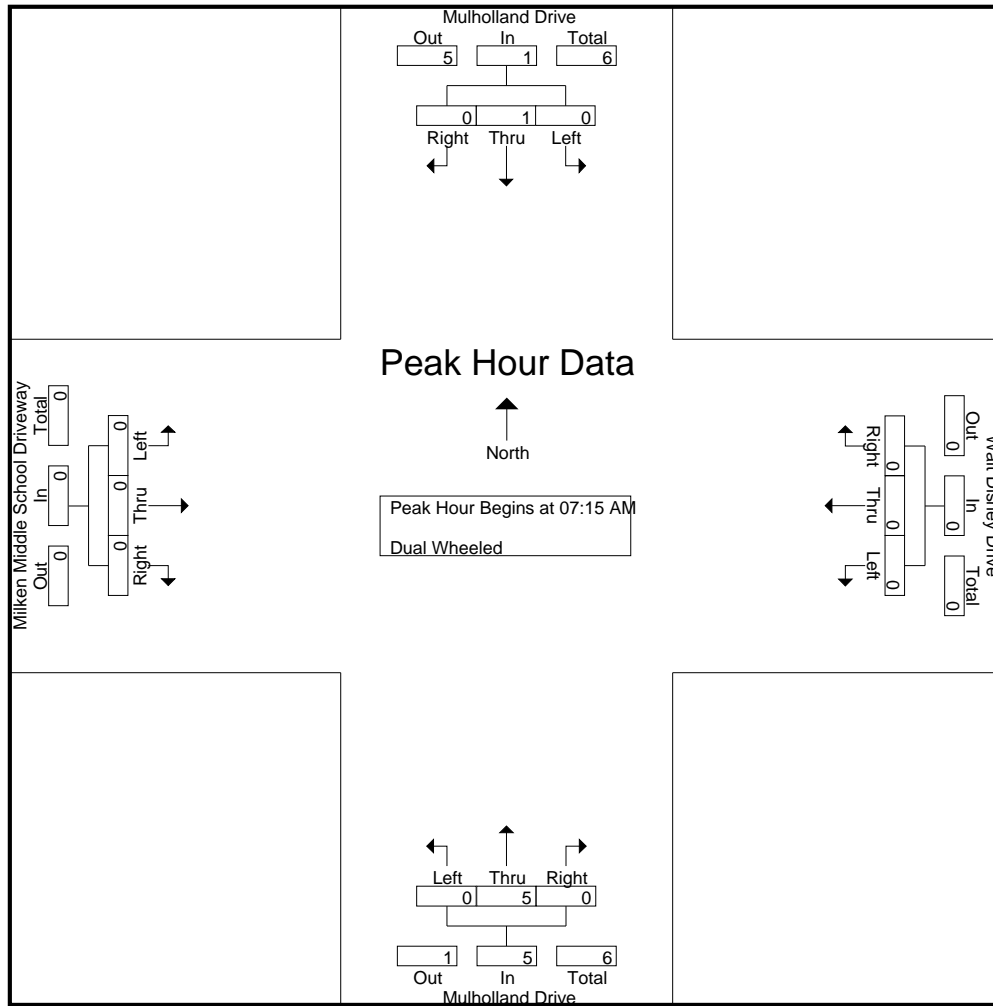
Groups Printed- Dual Wheeled

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 09:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 09:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 6 |
| Grand Total | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 14 |
| Apprch % | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 87.5 | 12.5 | | 0 | 0 | 0 | | |
| Total % | 0 | 35.7 | 0 | 35.7 | 7.1 | 0 | 0 | 7.1 | 0 | 50 | 7.1 | 57.1 | 0 | 0 | 0 | 0 | |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .417 | .000 | .417 | .000 | .000 | .000 | .000 | .500 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAAM 1-26
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .417 | .000 | .417 | .000 | .000 | .000 | .000 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAAM 1-26
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

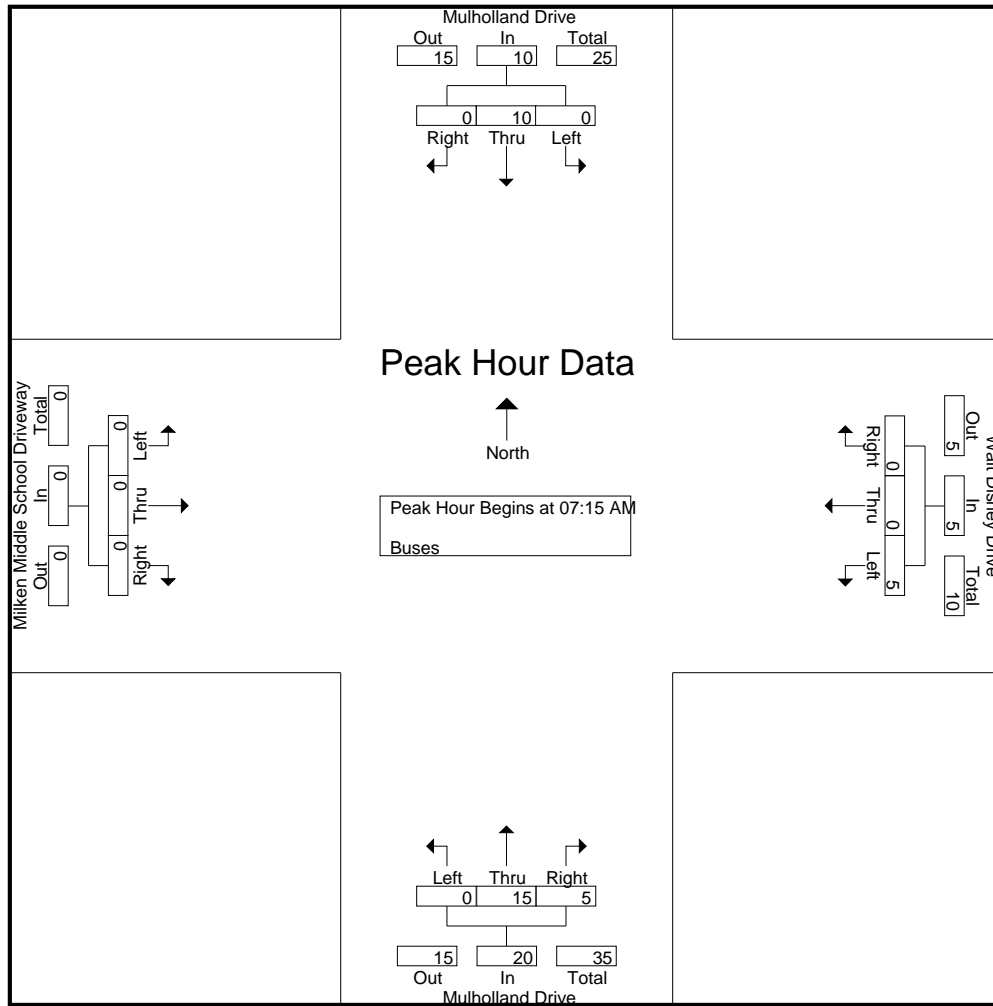
Groups Printed- Buses

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 07:15 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 19 | 0 | 0 | 0 | 0 | 30 |
| 08:00 AM | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 5 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 10 |
| 08:15 AM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 08:30 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 08:45 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 13 | 0 | 13 | 5 | 0 | 0 | 5 | 0 | 10 | 2 | 12 | 0 | 0 | 0 | 0 | 30 |
| 09:00 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 09:15 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 09:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 09:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 14 |
| Grand Total | 0 | 32 | 0 | 32 | 5 | 0 | 0 | 5 | 0 | 32 | 5 | 37 | 0 | 0 | 0 | 0 | 74 |
| Apprch % | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 86.5 | 13.5 | | 0 | 0 | 0 | | |
| Total % | 0 | 43.2 | 0 | 43.2 | 6.8 | 0 | 0 | 6.8 | 0 | 43.2 | 6.8 | 50 | 0 | 0 | 0 | 0 | |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 | 13 |
| 08:00 AM | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 5 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 10 |
| Total Volume | 0 | 10 | 0 | 10 | 5 | 0 | 0 | 5 | 0 | 15 | 5 | 20 | 0 | 0 | 0 | 0 | 35 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 75 | 25 | | 0 | 0 | 0 | | |
| PHF | .000 | .833 | .000 | .833 | .250 | .000 | .000 | .250 | .000 | .536 | .417 | .500 | .000 | .000 | .000 | .000 | .673 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAAM 1-26
Site Code : 16616030
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 5 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 10 | 0 | 10 | 5 | 0 | 0 | 5 | 0 | 15 | 5 | 20 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 75 | 25 | | 0 | 0 | 0 | |
| PHF | .000 | .833 | .000 | .833 | .250 | .000 | .000 | .250 | .000 | .536 | .417 | .500 | .000 | .000 | .000 | .000 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAMD
Site Code : 16616030
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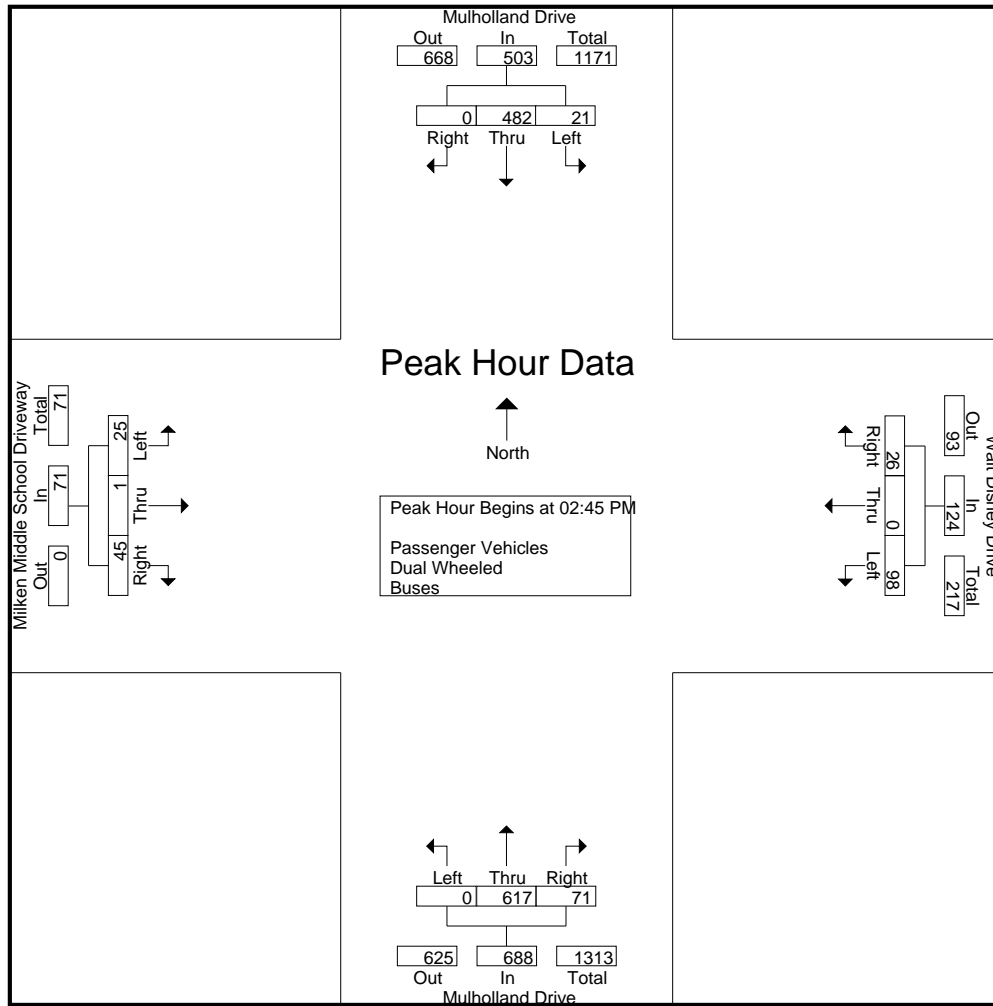
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|----------------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 2 | 50 | 0 | 52 | 2 | 0 | 0 | 2 | 0 | 81 | 17 | 98 | 1 | 0 | 2 | 3 | 155 |
| 02:15 PM | 0 | 37 | 0 | 37 | 22 | 0 | 0 | 22 | 0 | 96 | 15 | 111 | 1 | 0 | 2 | 3 | 173 |
| 02:30 PM | 0 | 106 | 0 | 106 | 9 | 0 | 2 | 11 | 0 | 113 | 14 | 127 | 3 | 0 | 15 | 18 | 262 |
| 02:45 PM | 7 | 94 | 0 | 101 | 6 | 0 | 1 | 7 | 0 | 151 | 26 | 177 | 3 | 0 | 2 | 5 | 290 |
| Total | 9 | 287 | 0 | 296 | 39 | 0 | 3 | 42 | 0 | 441 | 72 | 513 | 8 | 0 | 21 | 29 | 880 |
| 03:00 PM | 11 | 102 | 0 | 113 | 2 | 0 | 3 | 5 | 0 | 179 | 28 | 207 | 1 | 0 | 12 | 13 | 338 |
| 03:15 PM | 0 | 170 | 0 | 170 | 62 | 0 | 13 | 75 | 0 | 130 | 8 | 138 | 6 | 0 | 6 | 12 | 395 |
| 03:30 PM | 3 | 116 | 0 | 119 | 28 | 0 | 9 | 37 | 0 | 157 | 9 | 166 | 15 | 1 | 25 | 41 | 363 |
| 03:45 PM | 7 | 56 | 1 | 64 | 17 | 0 | 2 | 19 | 1 | 156 | 8 | 165 | 8 | 0 | 10 | 18 | 266 |
| Total | 21 | 444 | 1 | 466 | 109 | 0 | 27 | 136 | 1 | 622 | 53 | 676 | 30 | 1 | 53 | 84 | 1362 |
| Grand Total | 30 | 731 | 1 | 762 | 148 | 0 | 30 | 178 | 1 | 1063 | 125 | 1189 | 38 | 1 | 74 | 113 | 2242 |
| Apprch % | 3.9 | 95.9 | 0.1 | | 83.1 | 0 | 16.9 | | 0.1 | 89.4 | 10.5 | | 33.6 | 0.9 | 65.5 | | |
| Total % | 1.3 | 32.6 | 0 | 34 | 6.6 | 0 | 1.3 | 7.9 | 0 | 47.4 | 5.6 | 53 | 1.7 | 0 | 3.3 | 5 | |
| Passenger Vehicles | 30 | 692 | 1 | 723 | 143 | 0 | 30 | 173 | 1 | 1030 | 121 | 1152 | 38 | 1 | 74 | 113 | 2161 |
| % Passenger Vehicles | 100 | 94.7 | 100 | 94.9 | 96.6 | 0 | 100 | 97.2 | 100 | 96.9 | 96.8 | 96.9 | 100 | 100 | 100 | 100 | 96.4 |
| Dual Wheeled | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| % Dual Wheeled | 0 | 0.8 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0.4 |
| Buses | 0 | 33 | 0 | 33 | 5 | 0 | 0 | 5 | 0 | 31 | 4 | 35 | 0 | 0 | 0 | 0 | 73 |
| % Buses | 0 | 4.5 | 0 | 4.3 | 3.4 | 0 | 0 | 2.8 | 0 | 2.9 | 3.2 | 2.9 | 0 | 0 | 0 | 0 | 3.3 |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | |
| 02:45 PM | 7 | 94 | 0 | 101 | 6 | 0 | 1 | 7 | 0 | 151 | 26 | 177 | 3 | 0 | 2 | 5 | 290 |
| 03:00 PM | 11 | 102 | 0 | 113 | 2 | 0 | 3 | 5 | 0 | 179 | 28 | 207 | 1 | 0 | 12 | 13 | 338 |
| 03:15 PM | 0 | 170 | 0 | 170 | 62 | 0 | 13 | 75 | 0 | 130 | 8 | 138 | 6 | 0 | 6 | 12 | 395 |
| 03:30 PM | 3 | 116 | 0 | 119 | 28 | 0 | 9 | 37 | 0 | 157 | 9 | 166 | 15 | 1 | 25 | 41 | 363 |
| Total Volume | 21 | 482 | 0 | 503 | 98 | 0 | 26 | 124 | 0 | 617 | 71 | 688 | 25 | 1 | 45 | 71 | 1386 |
| % App. Total | 4.2 | 95.8 | 0 | | 79 | 0 | 21 | | 0 | 89.7 | 10.3 | | 35.2 | 1.4 | 63.4 | | |
| PHF | .477 | .709 | .000 | .740 | .395 | .000 | .500 | .413 | .000 | .862 | .634 | .831 | .417 | .250 | .450 | .433 | .877 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAMD
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Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 03:00 PM | | | | 02:45 PM | | | | 03:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 7 | 94 | 0 | 101 | 2 | 0 | 3 | 5 | 0 | 151 | 26 | 177 | 1 | 0 | 12 | 13 |
| +15 mins. | 11 | 102 | 0 | 113 | 62 | 0 | 13 | 75 | 0 | 179 | 28 | 207 | 6 | 0 | 6 | 12 |
| +30 mins. | 0 | 170 | 0 | 170 | 28 | 0 | 9 | 37 | 0 | 130 | 8 | 138 | 15 | 1 | 25 | 41 |
| +45 mins. | 3 | 116 | 0 | 119 | 17 | 0 | 2 | 19 | 0 | 157 | 9 | 166 | 8 | 0 | 10 | 18 |
| Total Volume | 21 | 482 | 0 | 503 | 109 | 0 | 27 | 136 | 0 | 617 | 71 | 688 | 30 | 1 | 53 | 84 |
| % App. Total | 4.2 | 95.8 | 0 | | 80.1 | 0 | 19.9 | | 0 | 89.7 | 10.3 | | 35.7 | 1.2 | 63.1 | |
| PHF | .477 | .709 | .000 | .740 | .440 | .000 | .519 | .453 | .000 | .862 | .634 | .831 | .500 | .250 | .530 | .512 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

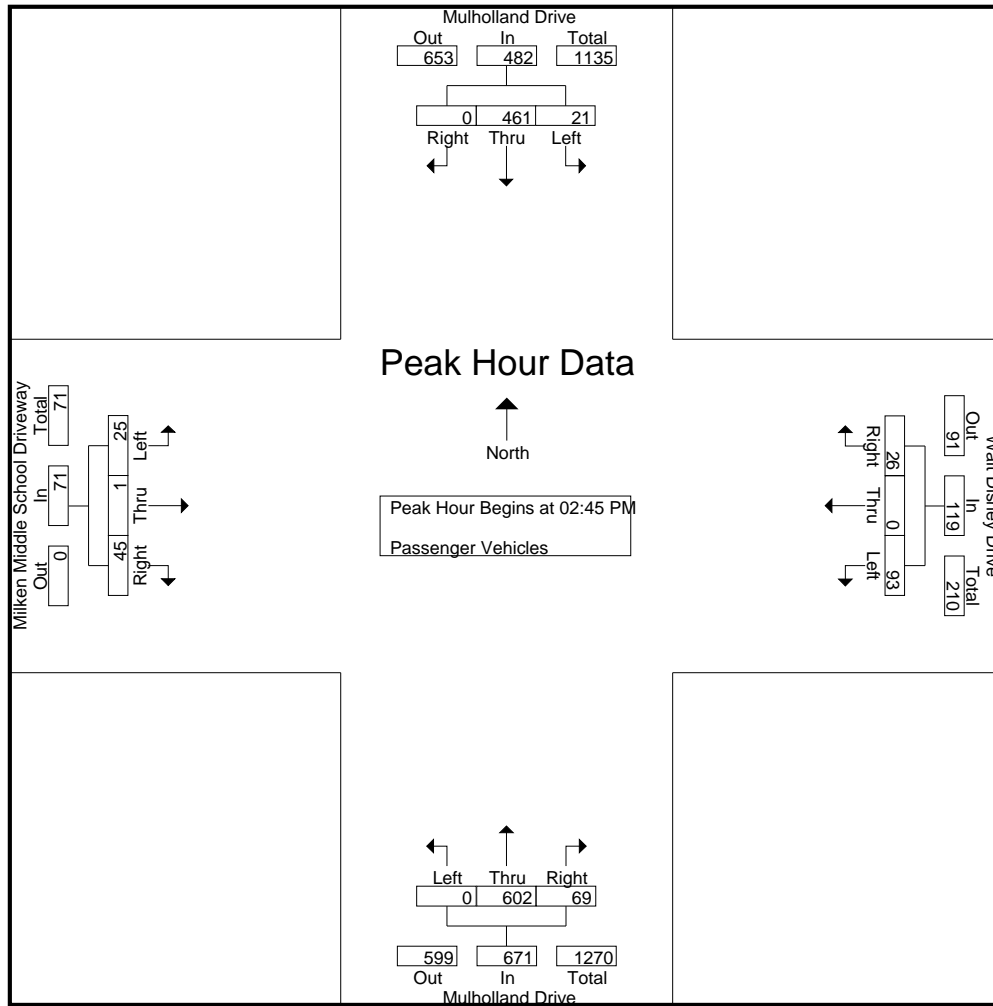
Groups Printed- Passenger Vehicles

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 2 | 45 | 0 | 47 | 2 | 0 | 0 | 2 | 0 | 78 | 16 | 94 | 1 | 0 | 2 | 3 | 146 |
| 02:15 PM | 0 | 36 | 0 | 36 | 22 | 0 | 0 | 22 | 0 | 91 | 14 | 105 | 1 | 0 | 2 | 3 | 166 |
| 02:30 PM | 0 | 100 | 0 | 100 | 9 | 0 | 2 | 11 | 0 | 109 | 14 | 123 | 3 | 0 | 15 | 18 | 252 |
| 02:45 PM | 7 | 90 | 0 | 97 | 6 | 0 | 1 | 7 | 0 | 144 | 24 | 168 | 3 | 0 | 2 | 5 | 277 |
| Total | 9 | 271 | 0 | 280 | 39 | 0 | 3 | 42 | 0 | 422 | 68 | 490 | 8 | 0 | 21 | 29 | 841 |
| 03:00 PM | 11 | 98 | 0 | 109 | 2 | 0 | 3 | 5 | 0 | 177 | 28 | 205 | 1 | 0 | 12 | 13 | 332 |
| 03:15 PM | 0 | 163 | 0 | 163 | 57 | 0 | 13 | 70 | 0 | 125 | 8 | 133 | 6 | 0 | 6 | 12 | 378 |
| 03:30 PM | 3 | 110 | 0 | 113 | 28 | 0 | 9 | 37 | 0 | 156 | 9 | 165 | 15 | 1 | 25 | 41 | 356 |
| 03:45 PM | 7 | 50 | 1 | 58 | 17 | 0 | 2 | 19 | 1 | 150 | 8 | 159 | 8 | 0 | 10 | 18 | 254 |
| Total | 21 | 421 | 1 | 443 | 104 | 0 | 27 | 131 | 1 | 608 | 53 | 662 | 30 | 1 | 53 | 84 | 1320 |
| Grand Total | 30 | 692 | 1 | 723 | 143 | 0 | 30 | 173 | 1 | 1030 | 121 | 1152 | 38 | 1 | 74 | 113 | 2161 |
| Apprch % | 4.1 | 95.7 | 0.1 | | 82.7 | 0 | 17.3 | | 0.1 | 89.4 | 10.5 | | 33.6 | 0.9 | 65.5 | | |
| Total % | 1.4 | 32 | 0 | 33.5 | 6.6 | 0 | 1.4 | 8 | 0 | 47.7 | 5.6 | 53.3 | 1.8 | 0 | 3.4 | 5.2 | |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | |
| 02:45 PM | 7 | 90 | 0 | 97 | 6 | 0 | 1 | 7 | 0 | 144 | 24 | 168 | 3 | 0 | 2 | 5 | 277 |
| 03:00 PM | 11 | 98 | 0 | 109 | 2 | 0 | 3 | 5 | 0 | 177 | 28 | 205 | 1 | 0 | 12 | 13 | 332 |
| 03:15 PM | 0 | 163 | 0 | 163 | 57 | 0 | 13 | 70 | 0 | 125 | 8 | 133 | 6 | 0 | 6 | 12 | 378 |
| 03:30 PM | 3 | 110 | 0 | 113 | 28 | 0 | 9 | 37 | 0 | 156 | 9 | 165 | 15 | 1 | 25 | 41 | 356 |
| Total Volume | 21 | 461 | 0 | 482 | 93 | 0 | 26 | 119 | 0 | 602 | 69 | 671 | 25 | 1 | 45 | 71 | 1343 |
| % App. Total | 4.4 | 95.6 | 0 | | 78.2 | 0 | 21.8 | | 0 | 89.7 | 10.3 | | 35.2 | 1.4 | 63.4 | | |
| PHF | .477 | .707 | .000 | .739 | .408 | .000 | .500 | .425 | .000 | .850 | .616 | .818 | .417 | .250 | .450 | .433 | .888 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAMD
Site Code : 16616030
Start Date : 1/26/2016
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Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 02:45 PM | | | | 02:45 PM | | | | 02:45 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 7 | 90 | 0 | 97 | 6 | 0 | 1 | 7 | 0 | 144 | 24 | 168 | 3 | 0 | 2 | 5 |
| +15 mins. | 11 | 98 | 0 | 109 | 2 | 0 | 3 | 5 | 0 | 177 | 28 | 205 | 1 | 0 | 12 | 13 |
| +30 mins. | 0 | 163 | 0 | 163 | 57 | 0 | 13 | 70 | 0 | 125 | 8 | 133 | 6 | 0 | 6 | 12 |
| +45 mins. | 3 | 110 | 0 | 113 | 28 | 0 | 9 | 37 | 0 | 156 | 9 | 165 | 15 | 1 | 25 | 41 |
| Total Volume | 21 | 461 | 0 | 482 | 93 | 0 | 26 | 119 | 0 | 602 | 69 | 671 | 25 | 1 | 45 | 71 |
| % App. Total | 4.4 | 95.6 | 0 | | 78.2 | 0 | 21.8 | | 0 | 89.7 | 10.3 | | 35.2 | 1.4 | 63.4 | |
| PHF | .477 | .707 | .000 | .739 | .408 | .000 | .500 | .425 | .000 | .850 | .616 | .818 | .417 | .250 | .450 | .433 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

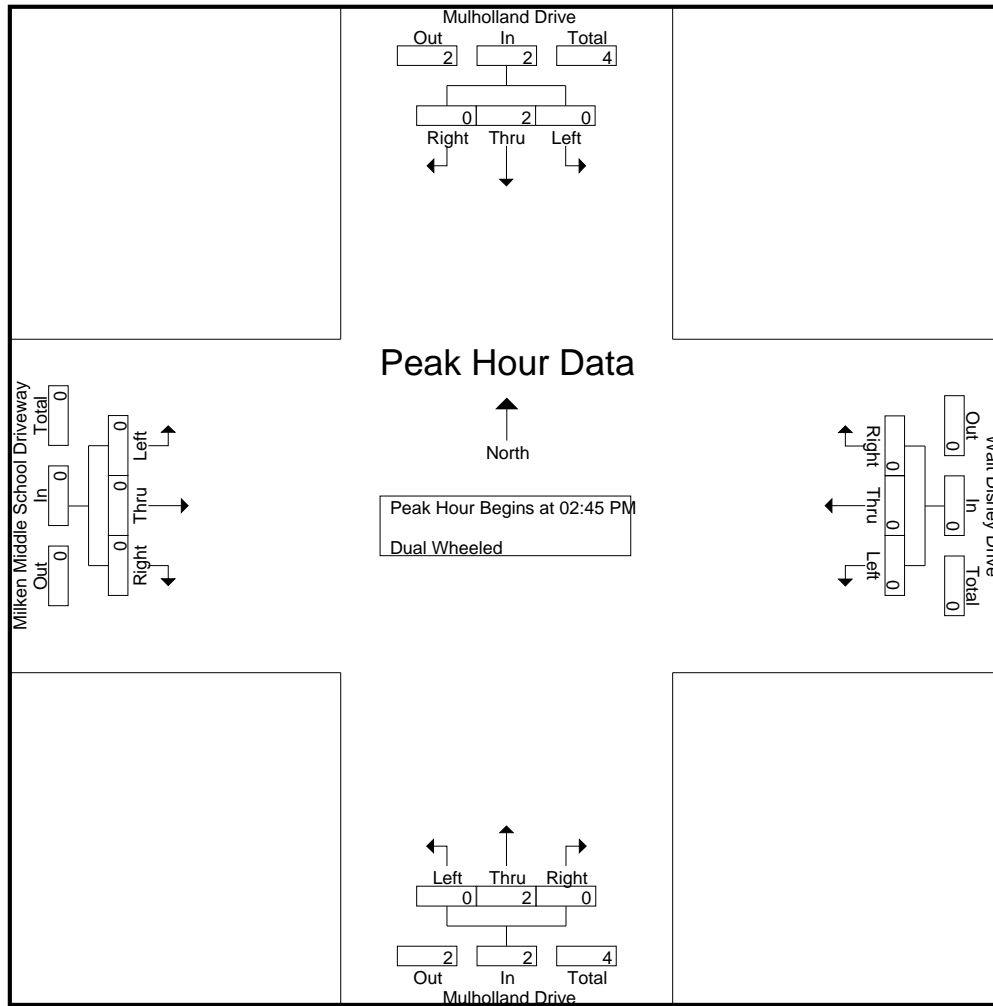
Groups Printed- Dual Wheeled

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| Grand Total | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 75 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | |
| 02:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .500 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 02:45 PM | | | | 02:45 PM | | | | 02:45 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

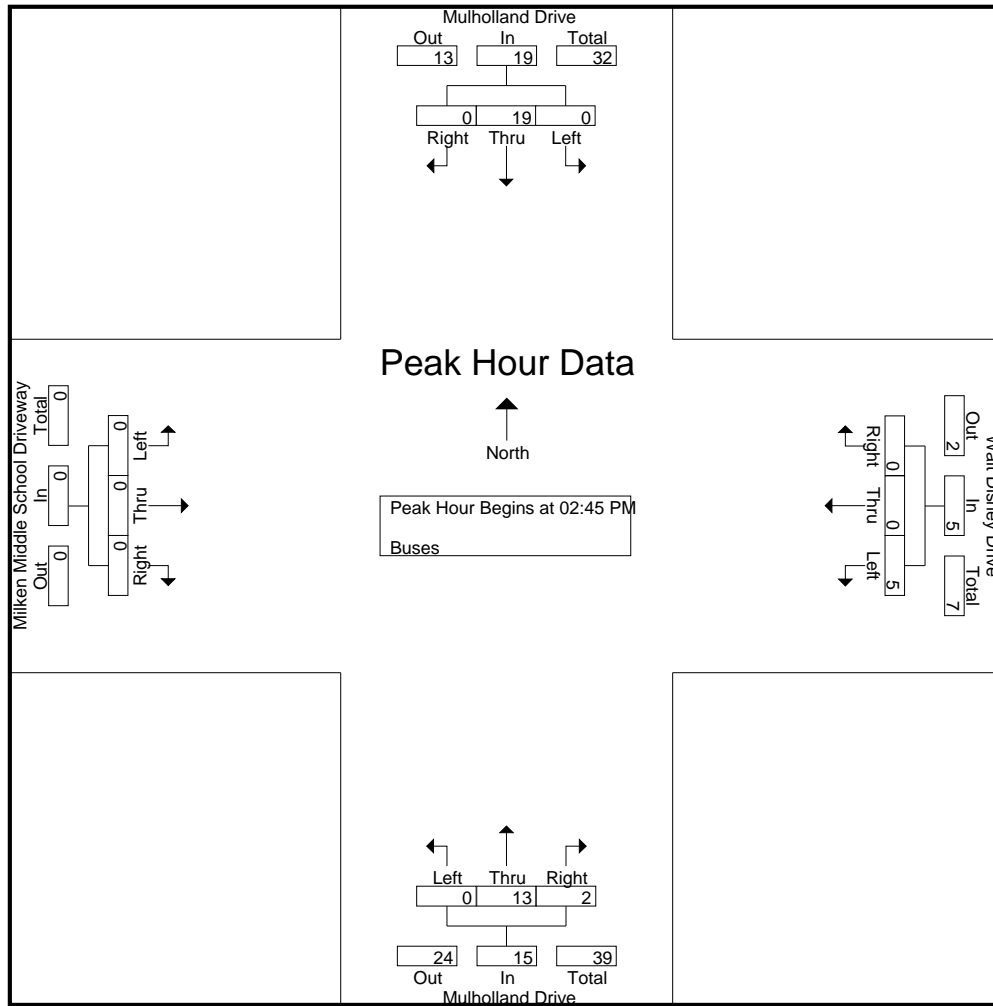
Groups Printed- Buses

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 8 |
| 02:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 7 |
| 02:30 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| 02:45 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 22 | 0 | 0 | 0 | 0 | 35 |
| 03:00 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 03:15 PM | 0 | 7 | 0 | 7 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 16 |
| 03:30 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 03:45 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 10 |
| Total | 0 | 20 | 0 | 20 | 5 | 0 | 0 | 5 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 38 |
| Grand Total | 0 | 33 | 0 | 33 | 5 | 0 | 0 | 5 | 0 | 31 | 4 | 35 | 0 | 0 | 0 | 0 | 73 |
| Apprch % | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 88.6 | 11.4 | | 0 | 0 | 0 | | |
| Total % | 0 | 45.2 | 0 | 45.2 | 6.8 | 0 | 0 | 6.8 | 0 | 42.5 | 5.5 | 47.9 | 0 | 0 | 0 | 0 | |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | |
| 02:45 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 11 |
| 03:00 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 03:15 PM | 0 | 7 | 0 | 7 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 16 |
| 03:30 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 19 | 0 | 19 | 5 | 0 | 0 | 5 | 0 | 13 | 2 | 15 | 0 | 0 | 0 | 0 | 39 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 86.7 | 13.3 | | 0 | 0 | 0 | | |
| PHF | .000 | .679 | .000 | .679 | .250 | .000 | .000 | .250 | .000 | .542 | .250 | .469 | .000 | .000 | .000 | .000 | .609 |

City of Los Angeles
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Weather: Clear

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Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 02:45 PM | | | | 02:45 PM | | | | 02:45 PM | | | |
|--------------|----------|----------|------|----------|----------|------|------|----------|----------|----------|----------|----------|----------|------|------|------|
| +0 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 7 | 0 | 7 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 19 | 0 | 19 | 5 | 0 | 0 | 5 | 0 | 13 | 2 | 15 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 86.7 | 13.3 | | 0 | 0 | 0 | |
| PHF | .000 | .679 | .000 | .679 | .250 | .000 | .000 | .250 | .000 | .542 | .250 | .469 | .000 | .000 | .000 | .000 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAPM
Site Code : 16616030
Start Date : 1/26/2016
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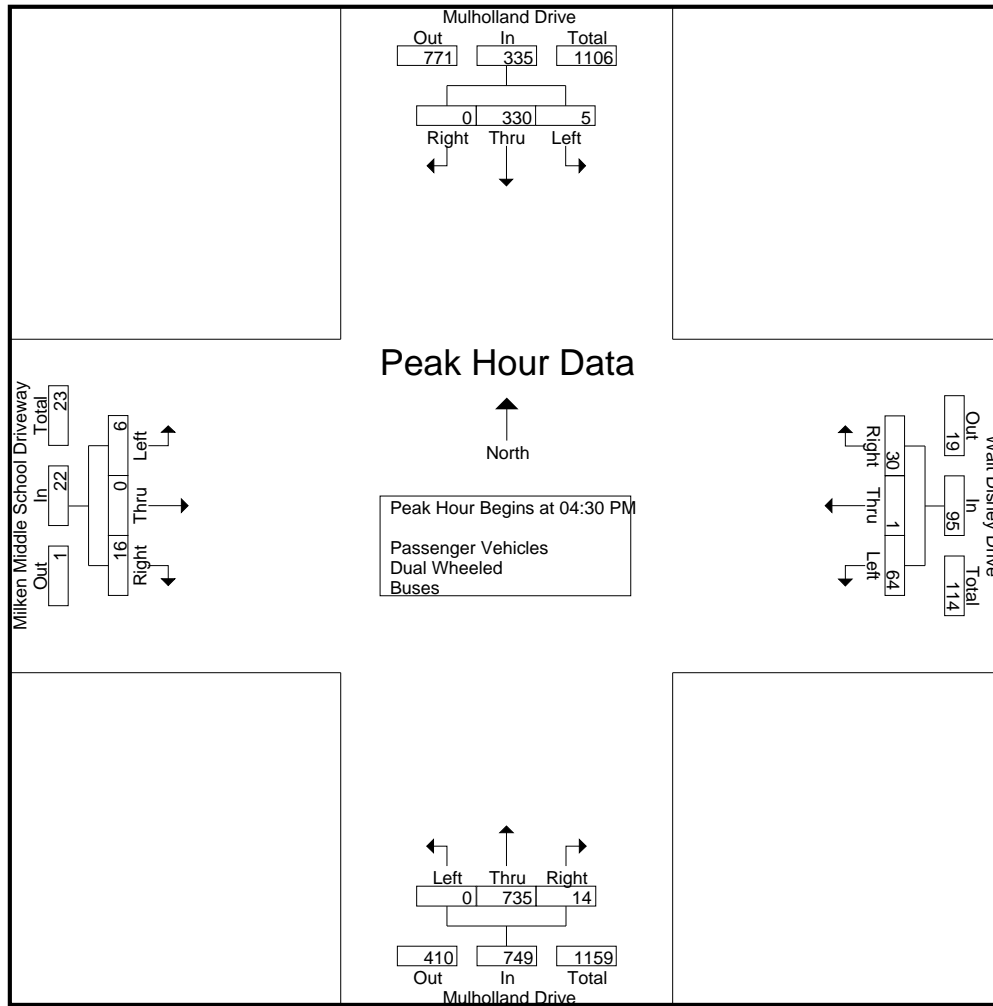
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|----------------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 8 | 76 | 0 | 84 | 27 | 0 | 9 | 36 | 0 | 155 | 15 | 170 | 0 | 0 | 6 | 6 | 296 |
| 04:15 PM | 1 | 57 | 0 | 58 | 10 | 0 | 2 | 12 | 0 | 148 | 20 | 168 | 2 | 0 | 11 | 13 | 251 |
| 04:30 PM | 2 | 67 | 0 | 69 | 41 | 0 | 11 | 52 | 0 | 168 | 9 | 177 | 0 | 0 | 1 | 1 | 299 |
| 04:45 PM | 2 | 88 | 0 | 90 | 14 | 0 | 14 | 28 | 0 | 196 | 4 | 200 | 2 | 0 | 1 | 3 | 321 |
| Total | 13 | 288 | 0 | 301 | 92 | 0 | 36 | 128 | 0 | 667 | 48 | 715 | 4 | 0 | 19 | 23 | 1167 |
| 05:00 PM | 1 | 101 | 0 | 102 | 5 | 0 | 2 | 7 | 0 | 203 | 0 | 203 | 3 | 0 | 12 | 15 | 327 |
| 05:15 PM | 0 | 74 | 0 | 74 | 4 | 1 | 3 | 8 | 0 | 168 | 1 | 169 | 1 | 0 | 2 | 3 | 254 |
| 05:30 PM | 0 | 54 | 0 | 54 | 1 | 0 | 1 | 2 | 0 | 195 | 1 | 196 | 1 | 0 | 3 | 4 | 256 |
| 05:45 PM | 0 | 50 | 0 | 50 | 1 | 0 | 2 | 3 | 0 | 149 | 0 | 149 | 0 | 0 | 0 | 0 | 202 |
| Total | 1 | 279 | 0 | 280 | 11 | 1 | 8 | 20 | 0 | 715 | 2 | 717 | 5 | 0 | 17 | 22 | 1039 |
| Grand Total | 14 | 567 | 0 | 581 | 103 | 1 | 44 | 148 | 0 | 1382 | 50 | 1432 | 9 | 0 | 36 | 45 | 2206 |
| Apprch % | 2.4 | 97.6 | 0 | | 69.6 | 0.7 | 29.7 | | 0 | 96.5 | 3.5 | | 20 | 0 | 80 | | |
| Total % | 0.6 | 25.7 | 0 | 26.3 | 4.7 | 0 | 2 | 6.7 | 0 | 62.6 | 2.3 | 64.9 | 0.4 | 0 | 1.6 | 2 | |
| Passenger Vehicles | 14 | 547 | 0 | 561 | 103 | 1 | 44 | 148 | 0 | 1363 | 50 | 1413 | 9 | 0 | 36 | 45 | 2167 |
| % Passenger Vehicles | 100 | 96.5 | 0 | 96.6 | 100 | 100 | 100 | 100 | 0 | 98.6 | 100 | 98.7 | 100 | 0 | 100 | 100 | 98.2 |
| Dual Wheeled | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| % Dual Wheeled | 0 | 0.7 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0.3 |
| Buses | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 33 |
| % Buses | 0 | 2.8 | 0 | 2.8 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0 | 1.2 | 0 | 0 | 0 | 0 | 1.5 |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 2 | 67 | 0 | 69 | 41 | 0 | 11 | 52 | 0 | 168 | 9 | 177 | 0 | 0 | 1 | 1 | 299 |
| 04:45 PM | 2 | 88 | 0 | 90 | 14 | 0 | 14 | 28 | 0 | 196 | 4 | 200 | 2 | 0 | 1 | 3 | 321 |
| 05:00 PM | 1 | 101 | 0 | 102 | 5 | 0 | 2 | 7 | 0 | 203 | 0 | 203 | 3 | 0 | 12 | 15 | 327 |
| 05:15 PM | 0 | 74 | 0 | 74 | 4 | 1 | 3 | 8 | 0 | 168 | 1 | 169 | 1 | 0 | 2 | 3 | 254 |
| Total Volume | 5 | 330 | 0 | 335 | 64 | 1 | 30 | 95 | 0 | 735 | 14 | 749 | 6 | 0 | 16 | 22 | 1201 |
| % App. Total | 1.5 | 98.5 | 0 | | 67.4 | 1.1 | 31.6 | | 0 | 98.1 | 1.9 | | 27.3 | 0 | 72.7 | | |
| PHF | .625 | .817 | .000 | .821 | .390 | .250 | .536 | .457 | .000 | .905 | .389 | .922 | .500 | .000 | .333 | .367 | .918 |

City of Los Angeles
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E/W: Walt Disney Drive
Weather: Clear

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Site Code : 16616030
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:00 PM | | | | 04:45 PM | | | | 04:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 2 | 67 | 0 | 69 | 27 | 0 | 9 | 36 | 0 | 196 | 4 | 200 | 2 | 0 | 11 | 13 |
| +15 mins. | 2 | 88 | 0 | 90 | 10 | 0 | 2 | 12 | 0 | 203 | 0 | 203 | 0 | 0 | 1 | 1 |
| +30 mins. | 1 | 101 | 0 | 102 | 41 | 0 | 11 | 52 | 0 | 168 | 1 | 169 | 2 | 0 | 1 | 3 |
| +45 mins. | 0 | 74 | 0 | 74 | 14 | 0 | 14 | 28 | 0 | 195 | 1 | 196 | 3 | 0 | 12 | 15 |
| Total Volume | 5 | 330 | 0 | 335 | 92 | 0 | 36 | 128 | 0 | 762 | 6 | 768 | 7 | 0 | 25 | 32 |
| % App. Total | 1.5 | 98.5 | 0 | | 71.9 | 0 | 28.1 | | 0 | 99.2 | 0.8 | | 21.9 | 0 | 78.1 | |
| PHF | .625 | .817 | .000 | .821 | .561 | .000 | .643 | .615 | .000 | .938 | .375 | .946 | .583 | .000 | .521 | .533 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

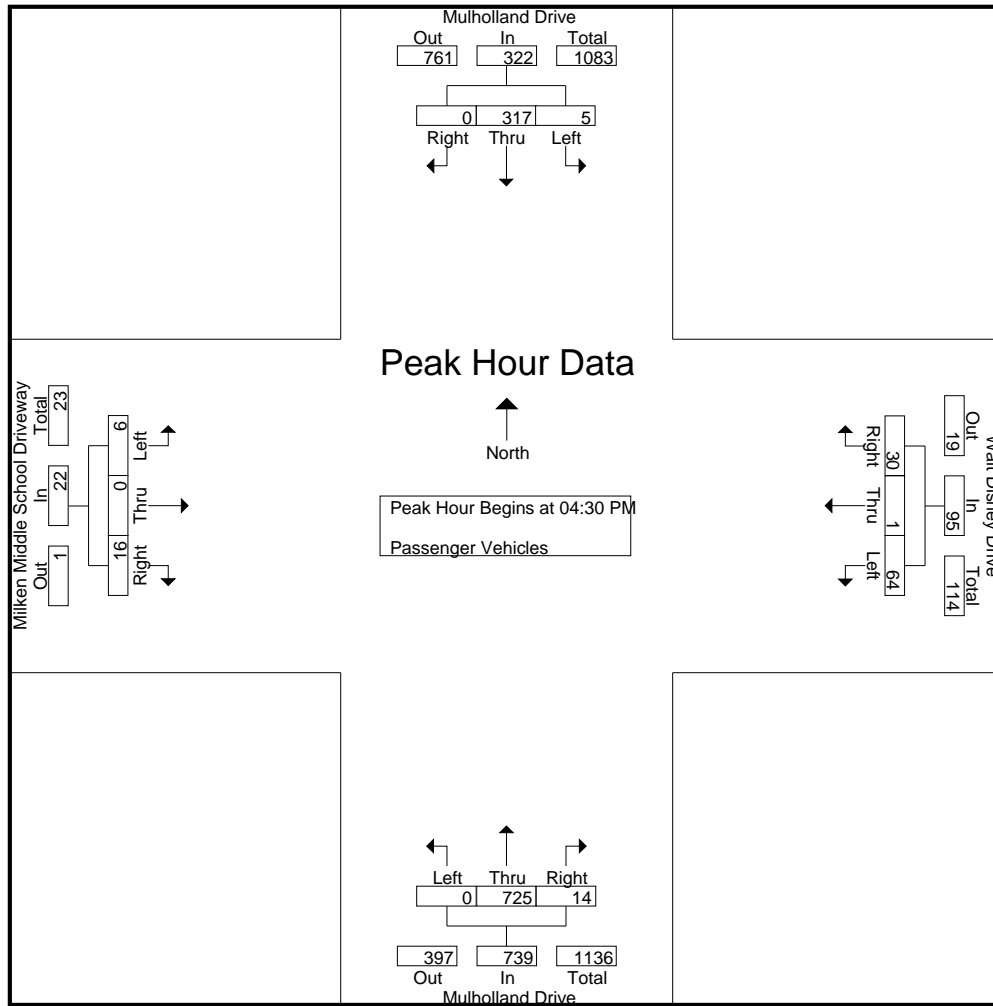
Groups Printed- Passenger Vehicles

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 8 | 75 | 0 | 83 | 27 | 0 | 9 | 36 | 0 | 153 | 15 | 168 | 0 | 0 | 6 | 6 | 293 |
| 04:15 PM | 1 | 53 | 0 | 54 | 10 | 0 | 2 | 12 | 0 | 144 | 20 | 164 | 2 | 0 | 11 | 13 | 243 |
| 04:30 PM | 2 | 62 | 0 | 64 | 41 | 0 | 11 | 52 | 0 | 163 | 9 | 172 | 0 | 0 | 1 | 1 | 289 |
| 04:45 PM | 2 | 85 | 0 | 87 | 14 | 0 | 14 | 28 | 0 | 193 | 4 | 197 | 2 | 0 | 1 | 3 | 315 |
| Total | 13 | 275 | 0 | 288 | 92 | 0 | 36 | 128 | 0 | 653 | 48 | 701 | 4 | 0 | 19 | 23 | 1140 |
| 05:00 PM | 1 | 99 | 0 | 100 | 5 | 0 | 2 | 7 | 0 | 201 | 0 | 201 | 3 | 0 | 12 | 15 | 323 |
| 05:15 PM | 0 | 71 | 0 | 71 | 4 | 1 | 3 | 8 | 0 | 168 | 1 | 169 | 1 | 0 | 2 | 3 | 251 |
| 05:30 PM | 0 | 54 | 0 | 54 | 1 | 0 | 1 | 2 | 0 | 193 | 1 | 194 | 1 | 0 | 3 | 4 | 254 |
| 05:45 PM | 0 | 48 | 0 | 48 | 1 | 0 | 2 | 3 | 0 | 148 | 0 | 148 | 0 | 0 | 0 | 0 | 199 |
| Total | 1 | 272 | 0 | 273 | 11 | 1 | 8 | 20 | 0 | 710 | 2 | 712 | 5 | 0 | 17 | 22 | 1027 |
| Grand Total | 14 | 547 | 0 | 561 | 103 | 1 | 44 | 148 | 0 | 1363 | 50 | 1413 | 9 | 0 | 36 | 45 | 2167 |
| Apprch % | 2.5 | 97.5 | 0 | | 69.6 | 0.7 | 29.7 | | 0 | 96.5 | 3.5 | | 20 | 0 | 80 | | |
| Total % | 0.6 | 25.2 | 0 | 25.9 | 4.8 | 0 | 2 | 6.8 | 0 | 62.9 | 2.3 | 65.2 | 0.4 | 0 | 1.7 | 2.1 | |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 2 | 62 | 0 | 64 | 41 | 0 | 11 | 52 | 0 | 163 | 9 | 172 | 0 | 0 | 1 | 1 | 289 |
| 04:45 PM | 2 | 85 | 0 | 87 | 14 | 0 | 14 | 28 | 0 | 193 | 4 | 197 | 2 | 0 | 1 | 3 | 315 |
| 05:00 PM | 1 | 99 | 0 | 100 | 5 | 0 | 2 | 7 | 0 | 201 | 0 | 201 | 3 | 0 | 12 | 15 | 323 |
| 05:15 PM | 0 | 71 | 0 | 71 | 4 | 1 | 3 | 8 | 0 | 168 | 1 | 169 | 1 | 0 | 2 | 3 | 251 |
| Total Volume | 5 | 317 | 0 | 322 | 64 | 1 | 30 | 95 | 0 | 725 | 14 | 739 | 6 | 0 | 16 | 22 | 1178 |
| % App. Total | 1.6 | 98.4 | 0 | | 67.4 | 1.1 | 31.6 | | 0 | 98.1 | 1.9 | | 27.3 | 0 | 72.7 | | |
| PHF | .625 | .801 | .000 | .805 | .390 | .250 | .536 | .457 | .000 | .902 | .389 | .919 | .500 | .000 | .333 | .367 | .912 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAPM
Site Code : 16616030
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 2 | 62 | 0 | 64 | 41 | 0 | 11 | 52 | 0 | 163 | 9 | 172 | 0 | 0 | 1 | 1 |
| +15 mins. | 2 | 85 | 0 | 87 | 14 | 0 | 14 | 28 | 0 | 193 | 4 | 197 | 2 | 0 | 1 | 3 |
| +30 mins. | 1 | 99 | 0 | 100 | 5 | 0 | 2 | 7 | 0 | 201 | 0 | 201 | 3 | 0 | 12 | 15 |
| +45 mins. | 0 | 71 | 0 | 71 | 4 | 1 | 3 | 8 | 0 | 168 | 1 | 169 | 1 | 0 | 2 | 3 |
| Total Volume | 5 | 317 | 0 | 322 | 64 | 1 | 30 | 95 | 0 | 725 | 14 | 739 | 6 | 0 | 16 | 22 |
| % App. Total | 1.6 | 98.4 | 0 | | 67.4 | 1.1 | 31.6 | | 0 | 98.1 | 1.9 | | 27.3 | 0 | 72.7 | |
| PHF | .625 | .801 | .000 | .805 | .390 | .250 | .536 | .457 | .000 | .902 | .389 | .919 | .500 | .000 | .333 | .367 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAPM
Site Code : 16616030
Start Date : 1/26/2016
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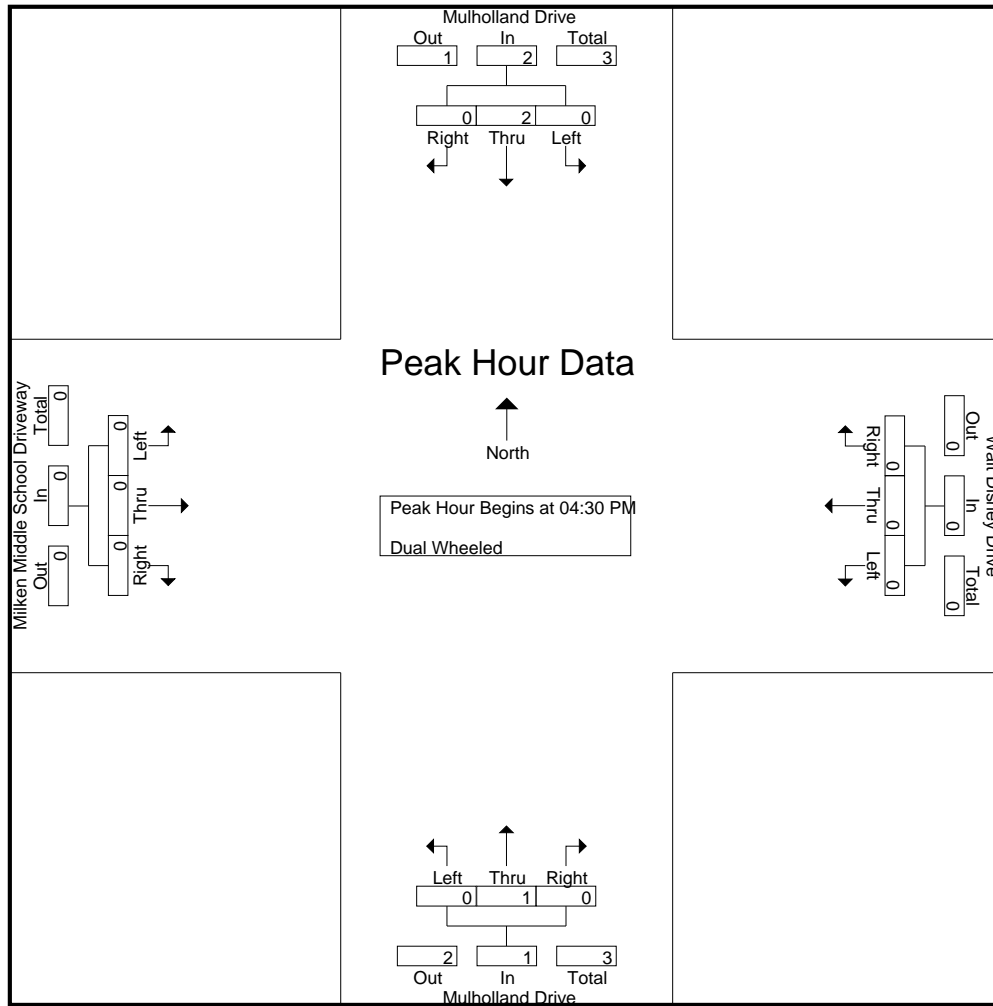
Groups Printed- Dual Wheeled

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 66.7 | 0 | 66.7 | 0 | 0 | 0 | 0 | 0 | 33.3 | 0 | 33.3 | 0 | 0 | 0 | 0 | |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .375 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAPM
Site Code : 16616030
Start Date : 1/26/2016
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

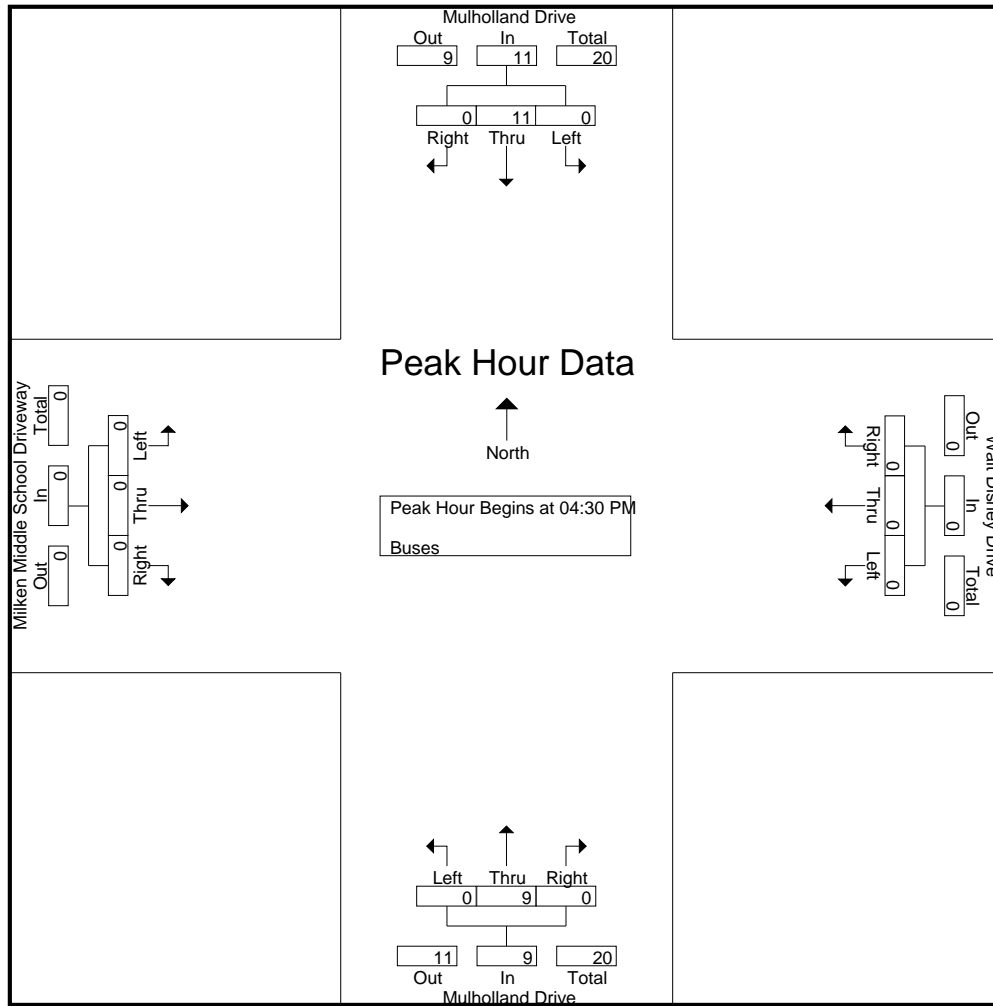
Groups Printed- Buses

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 04:30 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 21 |
| 05:00 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 05:15 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| Grand Total | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 33 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 48.5 | 0 | 48.5 | 0 | 0 | 0 | 0 | 0 | 51.5 | 0 | 51.5 | 0 | 0 | 0 | 0 | |

| | Mulholland Drive Southbound | | | | Walt Disney Drive Westbound | | | | Mulholland Drive Northbound | | | | Milken Middle School Driveway Eastbound | | | | |
|--|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 05:00 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 05:15 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 20 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .550 | .000 | .550 | .000 | .000 | .000 | .000 | .000 | .563 | .000 | .563 | .000 | .000 | .000 | .000 | .556 |

City of Los Angeles
N/S: Mulholland Drive
E/W: Walt Disney Drive
Weather: Clear

File Name : LACMUWAPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .550 | .000 | .550 | .000 | .000 | .000 | .000 | .000 | .563 | .000 | .563 | .000 | .000 | .000 | .000 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

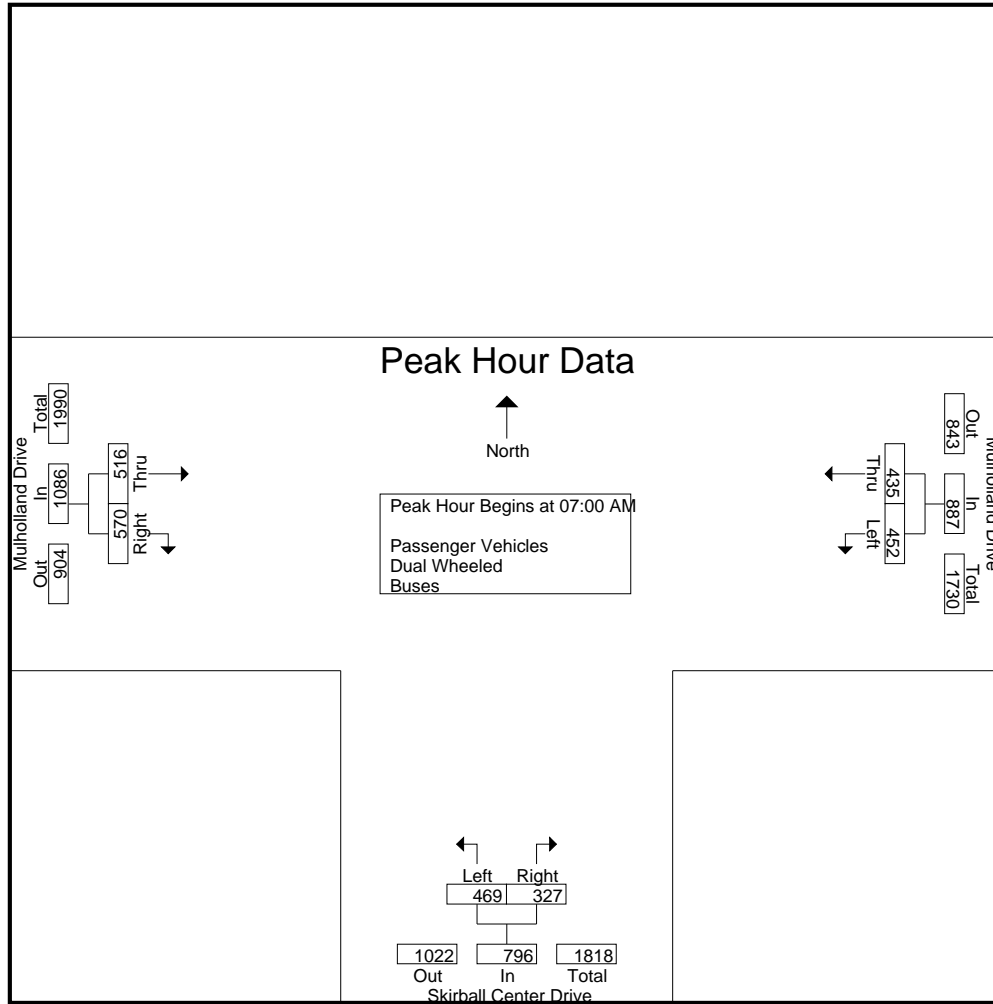
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|----------------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 151 | 83 | 234 | 89 | 61 | 150 | 88 | 207 | 295 | 679 |
| 07:15 AM | 121 | 121 | 242 | 153 | 64 | 217 | 143 | 184 | 327 | 786 |
| 07:30 AM | 93 | 111 | 204 | 114 | 101 | 215 | 156 | 124 | 280 | 699 |
| 07:45 AM | 87 | 120 | 207 | 113 | 101 | 214 | 129 | 55 | 184 | 605 |
| Total | 452 | 435 | 887 | 469 | 327 | 796 | 516 | 570 | 1086 | 2769 |
| 08:00 AM | 100 | 103 | 203 | 78 | 81 | 159 | 167 | 148 | 315 | 677 |
| 08:15 AM | 112 | 71 | 183 | 48 | 72 | 120 | 140 | 160 | 300 | 603 |
| 08:30 AM | 93 | 56 | 149 | 34 | 50 | 84 | 165 | 99 | 264 | 497 |
| 08:45 AM | 110 | 33 | 143 | 36 | 81 | 117 | 159 | 195 | 354 | 614 |
| Total | 415 | 263 | 678 | 196 | 284 | 480 | 631 | 602 | 1233 | 2391 |
| 09:00 AM | 117 | 30 | 147 | 25 | 74 | 99 | 149 | 175 | 324 | 570 |
| 09:15 AM | 121 | 30 | 151 | 28 | 70 | 98 | 115 | 171 | 286 | 535 |
| 09:30 AM | 128 | 20 | 148 | 17 | 91 | 108 | 79 | 176 | 255 | 511 |
| 09:45 AM | 191 | 20 | 211 | 15 | 47 | 62 | 94 | 154 | 248 | 521 |
| Total | 557 | 100 | 657 | 85 | 282 | 367 | 437 | 676 | 1113 | 2137 |
| Grand Total | 1424 | 798 | 2222 | 750 | 893 | 1643 | 1584 | 1848 | 3432 | 7297 |
| Apprch % | 64.1 | 35.9 | | 45.6 | 54.4 | | 46.2 | 53.8 | | |
| Total % | 19.5 | 10.9 | 30.5 | 10.3 | 12.2 | 22.5 | 21.7 | 25.3 | 47 | |
| Passenger Vehicles | 1404 | 776 | 2180 | 730 | 852 | 1582 | 1562 | 1829 | 3391 | 7153 |
| % Passenger Vehicles | 98.6 | 97.2 | 98.1 | 97.3 | 95.4 | 96.3 | 98.6 | 99 | 98.8 | 98 |
| Dual Wheeled | 16 | 6 | 22 | 7 | 39 | 46 | 5 | 4 | 9 | 77 |
| % Dual Wheeled | 1.1 | 0.8 | 1 | 0.9 | 4.4 | 2.8 | 0.3 | 0.2 | 0.3 | 1.1 |
| Buses | 4 | 16 | 20 | 13 | 2 | 15 | 17 | 15 | 32 | 67 |
| % Buses | 0.3 | 2 | 0.9 | 1.7 | 0.2 | 0.9 | 1.1 | 0.8 | 0.9 | 0.9 |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--|-------------------------------|------------|------------|-------------------------------------|------------|------------|-------------------------------|------------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 151 | 83 | 234 | 89 | 61 | 150 | 88 | 207 | 295 | 679 |
| 07:15 AM | 121 | 121 | 242 | 153 | 64 | 217 | 143 | 184 | 327 | 786 |
| 07:30 AM | 93 | 111 | 204 | 114 | 101 | 215 | 156 | 124 | 280 | 699 |
| 07:45 AM | 87 | 120 | 207 | 113 | 101 | 214 | 129 | 55 | 184 | 605 |
| Total Volume | 452 | 435 | 887 | 469 | 327 | 796 | 516 | 570 | 1086 | 2769 |
| % App. Total | 51 | 49 | | 58.9 | 41.1 | | 47.5 | 52.5 | | |
| PHF | .748 | .899 | .916 | .766 | .809 | .917 | .827 | .688 | .830 | .881 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:15 AM | | | 08:15 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 151 | 83 | 234 | 153 | 64 | 217 | 140 | 160 | 300 |
| +15 mins. | 121 | 121 | 242 | 114 | 101 | 215 | 165 | 99 | 264 |
| +30 mins. | 93 | 111 | 204 | 113 | 101 | 214 | 159 | 195 | 354 |
| +45 mins. | 87 | 120 | 207 | 78 | 81 | 159 | 149 | 175 | 324 |
| Total Volume | 452 | 435 | 887 | 458 | 347 | 805 | 613 | 629 | 1242 |
| % App. Total | 51 | 49 | | 56.9 | 43.1 | | 49.4 | 50.6 | |
| PHF | .748 | .899 | .916 | .748 | .859 | .927 | .929 | .806 | .877 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

Groups Printed- Passenger Vehicles

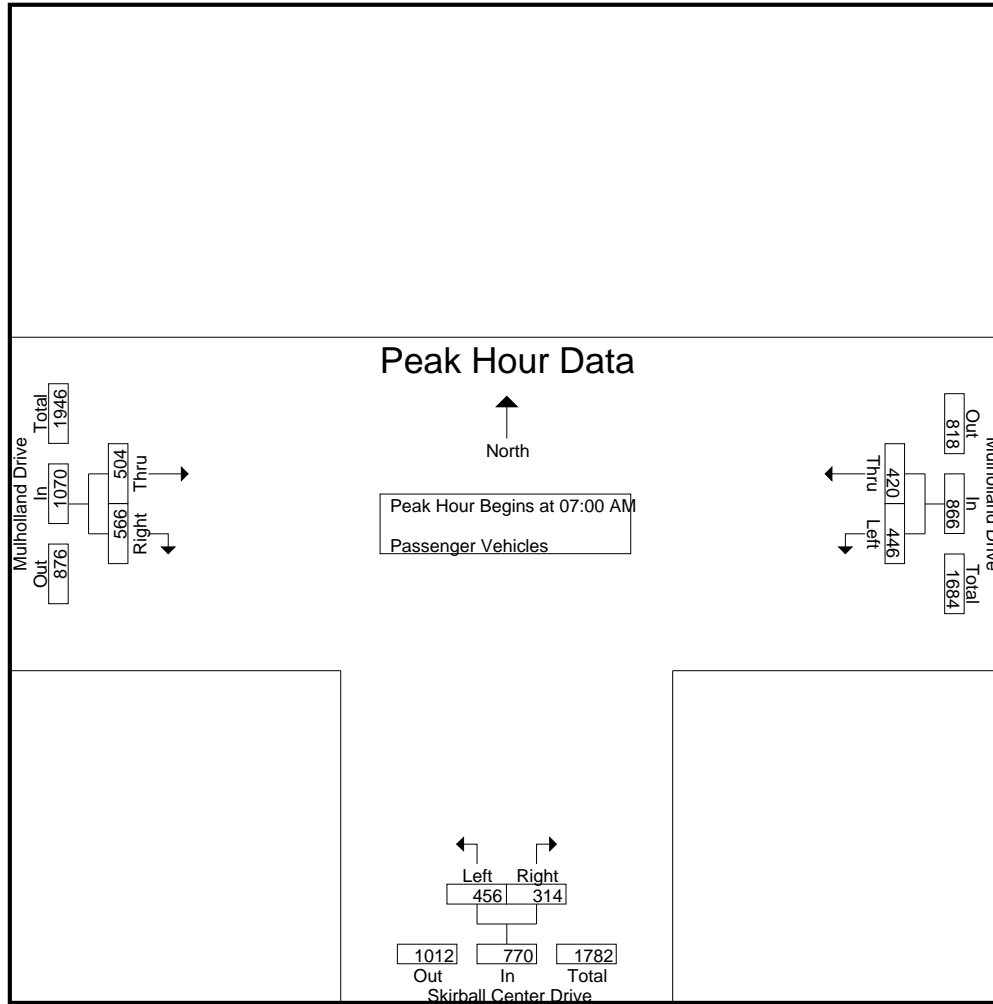
| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|-------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 150 | 82 | 232 | 84 | 60 | 144 | 87 | 207 | 294 | 670 |
| 07:15 AM | 119 | 118 | 237 | 151 | 57 | 208 | 136 | 182 | 318 | 763 |
| 07:30 AM | 93 | 104 | 197 | 113 | 98 | 211 | 153 | 124 | 277 | 685 |
| 07:45 AM | 84 | 116 | 200 | 108 | 99 | 207 | 128 | 53 | 181 | 588 |
| Total | 446 | 420 | 866 | 456 | 314 | 770 | 504 | 566 | 1070 | 2706 |
| 08:00 AM | 99 | 101 | 200 | 76 | 72 | 148 | 165 | 147 | 312 | 660 |
| 08:15 AM | 111 | 71 | 182 | 47 | 70 | 117 | 140 | 152 | 292 | 591 |
| 08:30 AM | 91 | 55 | 146 | 34 | 48 | 82 | 164 | 96 | 260 | 488 |
| 08:45 AM | 107 | 31 | 138 | 35 | 80 | 115 | 158 | 195 | 353 | 606 |
| Total | 408 | 258 | 666 | 192 | 270 | 462 | 627 | 590 | 1217 | 2345 |
| 09:00 AM | 114 | 30 | 144 | 24 | 70 | 94 | 148 | 173 | 321 | 559 |
| 09:15 AM | 121 | 29 | 150 | 28 | 70 | 98 | 112 | 170 | 282 | 530 |
| 09:30 AM | 126 | 20 | 146 | 16 | 83 | 99 | 77 | 176 | 253 | 498 |
| 09:45 AM | 189 | 19 | 208 | 14 | 45 | 59 | 94 | 154 | 248 | 515 |
| Total | 550 | 98 | 648 | 82 | 268 | 350 | 431 | 673 | 1104 | 2102 |
| Grand Total | 1404 | 776 | 2180 | 730 | 852 | 1582 | 1562 | 1829 | 3391 | 7153 |
| Apprch % | 64.4 | 35.6 | | 46.1 | 53.9 | | 46.1 | 53.9 | | |
| Total % | 19.6 | 10.8 | 30.5 | 10.2 | 11.9 | 22.1 | 21.8 | 25.6 | 47.4 | |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--------------|-------------------------------|------------|------------|-------------------------------------|-----------|------------|-------------------------------|------------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 150 | 82 | 232 | 84 | 60 | 144 | 87 | 207 | 294 | 670 |
| 07:15 AM | 119 | 118 | 237 | 151 | 57 | 208 | 136 | 182 | 318 | 763 |
| 07:30 AM | 93 | 104 | 197 | 113 | 98 | 211 | 153 | 124 | 277 | 685 |
| 07:45 AM | 84 | 116 | 200 | 108 | 99 | 207 | 128 | 53 | 181 | 588 |
| Total Volume | 446 | 420 | 866 | 456 | 314 | 770 | 504 | 566 | 1070 | 2706 |
| % App. Total | 51.5 | 48.5 | | 59.2 | 40.8 | | 47.1 | 52.9 | | |
| PHF | .743 | .890 | .914 | .755 | .793 | .912 | .824 | .684 | .841 | .887 |

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|------------|------------|------------|------------|-----------|------------|------------|------------|------------|
| +0 mins. | 150 | 82 | 232 | 84 | 60 | 144 | 87 | 207 | 294 |
| +15 mins. | 119 | 118 | 237 | 151 | 57 | 208 | 136 | 182 | 318 |
| +30 mins. | 93 | 104 | 197 | 113 | 98 | 211 | 153 | 124 | 277 |
| +45 mins. | 84 | 116 | 200 | 108 | 99 | 207 | 128 | 53 | 181 |
| Total Volume | 446 | 420 | 866 | 456 | 314 | 770 | 504 | 566 | 1070 |
| % App. Total | 51.5 | 48.5 | | 59.2 | 40.8 | | 47.1 | 52.9 | |
| PHF | .743 | .890 | .914 | .755 | .793 | .912 | .824 | .684 | .841 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

Groups Printed- Dual Wheeled

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|-------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 07:15 AM | 0 | 0 | 0 | 1 | 6 | 7 | 1 | 0 | 1 | 8 |
| 07:30 AM | 0 | 2 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 5 |
| 07:45 AM | 3 | 1 | 4 | 1 | 2 | 3 | 0 | 1 | 1 | 8 |
| Total | 4 | 3 | 7 | 2 | 12 | 14 | 1 | 1 | 2 | 23 |
| 08:00 AM | 0 | 0 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 9 |
| 08:15 AM | 1 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 4 |
| 08:30 AM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 08:45 AM | 2 | 1 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 5 |
| Total | 5 | 1 | 6 | 3 | 13 | 16 | 0 | 0 | 0 | 22 |
| 09:00 AM | 3 | 0 | 3 | 1 | 4 | 5 | 1 | 2 | 3 | 11 |
| 09:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 3 | 4 |
| 09:30 AM | 2 | 0 | 2 | 0 | 8 | 8 | 1 | 0 | 1 | 11 |
| 09:45 AM | 2 | 1 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 6 |
| Total | 7 | 2 | 9 | 2 | 14 | 16 | 4 | 3 | 7 | 32 |
| Grand Total | 16 | 6 | 22 | 7 | 39 | 46 | 5 | 4 | 9 | 77 |
| Apprch % | 72.7 | 27.3 | | 15.2 | 84.8 | | 55.6 | 44.4 | | |
| Total % | 20.8 | 7.8 | 28.6 | 9.1 | 50.6 | 59.7 | 6.5 | 5.2 | 11.7 | |

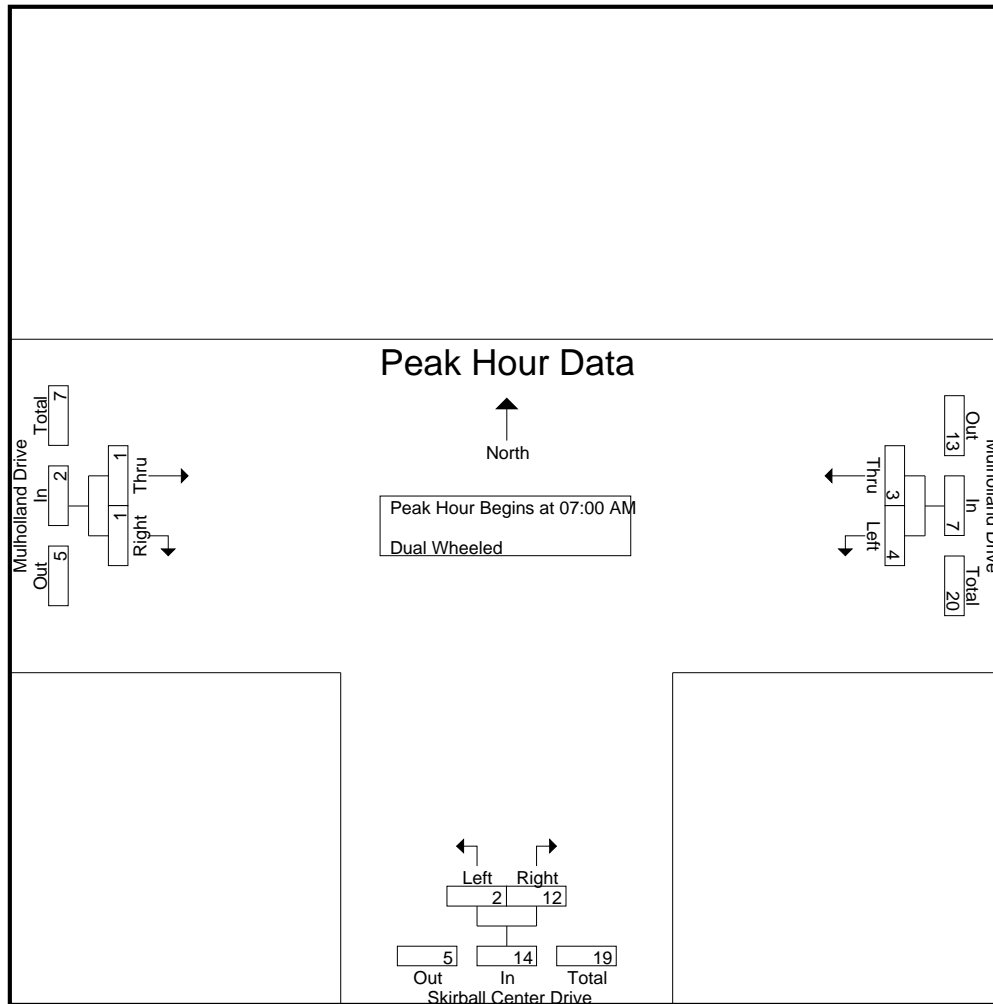
| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 07:15 AM | 0 | 0 | 0 | 1 | 6 | 7 | 1 | 0 | 1 | 8 |
| 07:30 AM | 0 | 2 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 5 |
| 07:45 AM | 3 | 1 | 4 | 1 | 2 | 3 | 0 | 1 | 1 | 8 |
| Total Volume | 4 | 3 | 7 | 2 | 12 | 14 | 1 | 1 | 2 | 23 |
| % App. Total | 57.1 | 42.9 | | 14.3 | 85.7 | | 50 | 50 | | |
| PHF | .333 | .375 | .438 | .500 | .500 | .500 | .250 | .250 | .500 | .719 |

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 1 | 6 | 7 | 1 | 0 | 1 |
| +30 mins. | 0 | 2 | 2 | 0 | 3 | 3 | 0 | 0 | 0 |
| +45 mins. | 3 | 1 | 4 | 1 | 2 | 3 | 0 | 1 | 1 |
| Total Volume | 4 | 3 | 7 | 2 | 12 | 14 | 1 | 1 | 2 |
| % App. Total | 57.1 | 42.9 | | 14.3 | 85.7 | | 50 | 50 | |
| PHF | .333 | .375 | .438 | .500 | .500 | .500 | .250 | .250 | .500 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

Groups Printed- Buses

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|-------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 1 | 5 | 0 | 5 | 1 | 0 | 1 | 7 |
| 07:15 AM | 2 | 3 | 5 | 1 | 1 | 2 | 6 | 2 | 8 | 15 |
| 07:30 AM | 0 | 5 | 5 | 1 | 0 | 1 | 3 | 0 | 3 | 9 |
| 07:45 AM | 0 | 3 | 3 | 4 | 0 | 4 | 1 | 1 | 2 | 9 |
| Total | 2 | 12 | 14 | 11 | 1 | 12 | 11 | 3 | 14 | 40 |
| 08:00 AM | 1 | 2 | 3 | 1 | 1 | 2 | 2 | 1 | 3 | 8 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 8 |
| 08:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 | 4 | 5 |
| 08:45 AM | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total | 2 | 4 | 6 | 1 | 1 | 2 | 4 | 12 | 16 | 24 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 09:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 3 |
| Grand Total | 4 | 16 | 20 | 13 | 2 | 15 | 17 | 15 | 32 | 67 |
| Apprch % | 20 | 80 | | 86.7 | 13.3 | | 53.1 | 46.9 | | |
| Total % | 6 | 23.9 | 29.9 | 19.4 | 3 | 22.4 | 25.4 | 22.4 | 47.8 | |

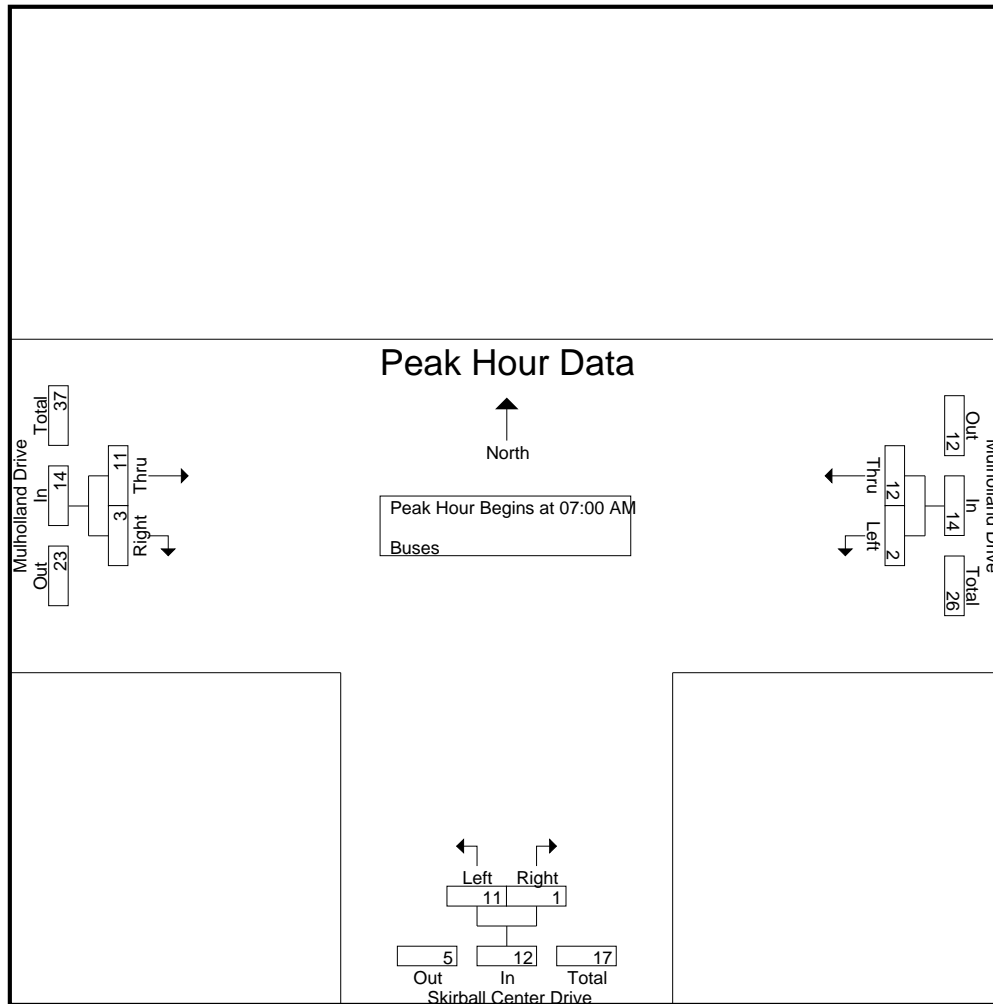
| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 1 | 5 | 0 | 5 | 1 | 0 | 1 | 7 |
| 07:15 AM | 2 | 3 | 5 | 1 | 1 | 2 | 6 | 2 | 8 | 15 |
| 07:30 AM | 0 | 5 | 5 | 1 | 0 | 1 | 3 | 0 | 3 | 9 |
| 07:45 AM | 0 | 3 | 3 | 4 | 0 | 4 | 1 | 1 | 2 | 9 |
| Total Volume | 2 | 12 | 14 | 11 | 1 | 12 | 11 | 3 | 14 | 40 |
| % App. Total | 14.3 | 85.7 | | 91.7 | 8.3 | | 78.6 | 21.4 | | |
| PHF | .250 | .600 | .700 | .550 | .250 | .600 | .458 | .375 | .438 | .667 |

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 1 | 1 | 5 | 0 | 5 | 1 | 0 | 1 |
| +15 mins. | 2 | 3 | 5 | 1 | 1 | 2 | 6 | 2 | 8 |
| +30 mins. | 0 | 5 | 5 | 1 | 0 | 1 | 3 | 0 | 3 |
| +45 mins. | 0 | 3 | 3 | 4 | 0 | 4 | 1 | 1 | 2 |
| Total Volume | 2 | 12 | 14 | 11 | 1 | 12 | 11 | 3 | 14 |
| % App. Total | 14.3 | 85.7 | | 91.7 | 8.3 | | 78.6 | 21.4 | |
| PHF | .250 | .600 | .700 | .550 | .250 | .600 | .458 | .375 | .438 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

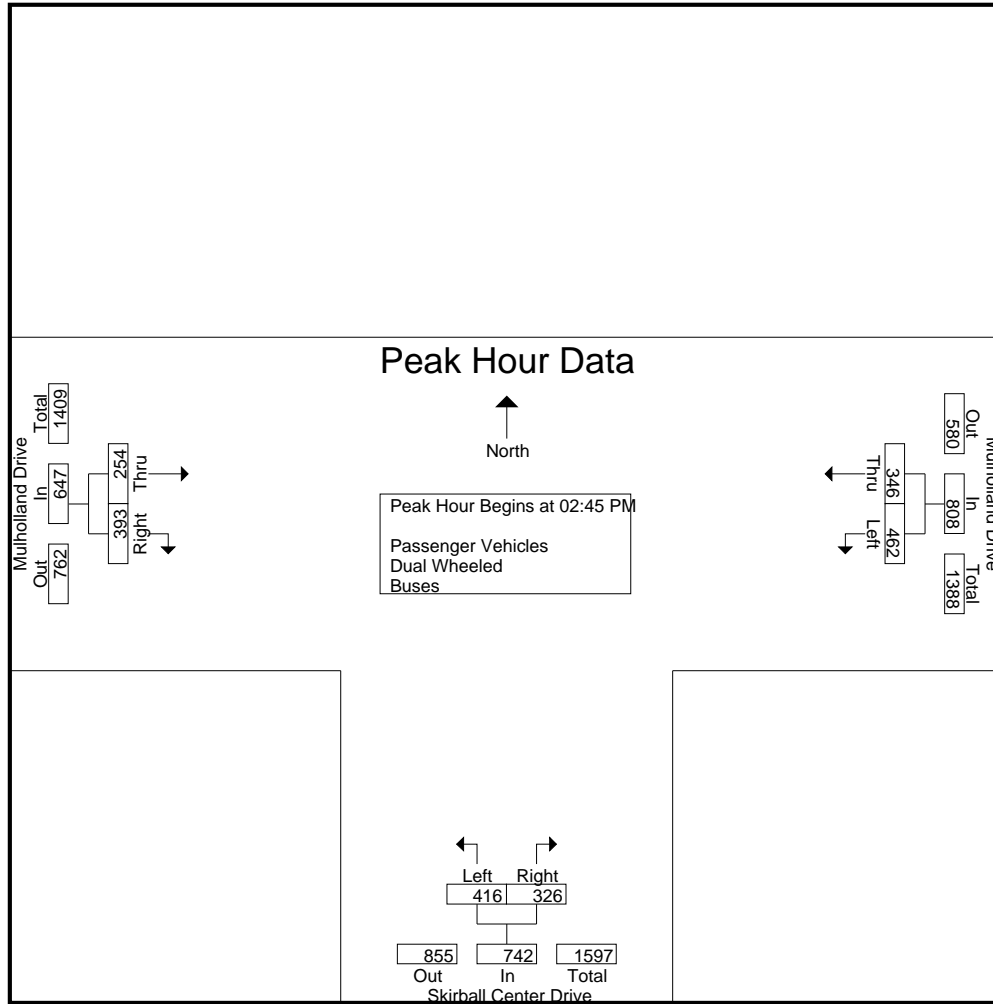
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|----------------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 104 | 54 | 158 | 53 | 68 | 121 | 18 | 34 | 52 | 331 |
| 02:15 PM | 105 | 71 | 176 | 78 | 62 | 140 | 30 | 46 | 76 | 392 |
| 02:30 PM | 119 | 61 | 180 | 80 | 81 | 161 | 54 | 85 | 139 | 480 |
| 02:45 PM | 104 | 80 | 184 | 108 | 82 | 190 | 52 | 74 | 126 | 500 |
| Total | 432 | 266 | 698 | 319 | 293 | 612 | 154 | 239 | 393 | 1703 |
| 03:00 PM | 127 | 96 | 223 | 132 | 70 | 202 | 30 | 81 | 111 | 536 |
| 03:15 PM | 115 | 73 | 188 | 86 | 91 | 177 | 84 | 135 | 219 | 584 |
| 03:30 PM | 116 | 97 | 213 | 90 | 83 | 173 | 88 | 103 | 191 | 577 |
| 03:45 PM | 138 | 91 | 229 | 77 | 57 | 134 | 31 | 64 | 95 | 458 |
| Total | 496 | 357 | 853 | 385 | 301 | 686 | 233 | 383 | 616 | 2155 |
| Grand Total | 928 | 623 | 1551 | 704 | 594 | 1298 | 387 | 622 | 1009 | 3858 |
| Apprch % | 59.8 | 40.2 | | 54.2 | 45.8 | | 38.4 | 61.6 | | |
| Total % | 24.1 | 16.1 | 40.2 | 18.2 | 15.4 | 33.6 | 10 | 16.1 | 26.2 | |
| Passenger Vehicles | 896 | 618 | 1514 | 688 | 576 | 1264 | 381 | 602 | 983 | 3761 |
| % Passenger Vehicles | 96.6 | 99.2 | 97.6 | 97.7 | 97 | 97.4 | 98.4 | 96.8 | 97.4 | 97.5 |
| Dual Wheeled | 31 | 3 | 34 | 1 | 15 | 16 | 2 | 4 | 6 | 56 |
| % Dual Wheeled | 3.3 | 0.5 | 2.2 | 0.1 | 2.5 | 1.2 | 0.5 | 0.6 | 0.6 | 1.5 |
| Buses | 1 | 2 | 3 | 15 | 3 | 18 | 4 | 16 | 20 | 41 |
| % Buses | 0.1 | 0.3 | 0.2 | 2.1 | 0.5 | 1.4 | 1 | 2.6 | 2 | 1.1 |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | |
| 02:45 PM | 104 | 80 | 184 | 108 | 82 | 190 | 52 | 74 | 126 | 500 |
| 03:00 PM | 127 | 96 | 223 | 132 | 70 | 202 | 30 | 81 | 111 | 536 |
| 03:15 PM | 115 | 73 | 188 | 86 | 91 | 177 | 84 | 135 | 219 | 584 |
| 03:30 PM | 116 | 97 | 213 | 90 | 83 | 173 | 88 | 103 | 191 | 577 |
| Total Volume | 462 | 346 | 808 | 416 | 326 | 742 | 254 | 393 | 647 | 2197 |
| % App. Total | 57.2 | 42.8 | | 56.1 | 43.9 | | 39.3 | 60.7 | | |
| PHF | .909 | .892 | .906 | .788 | .896 | .918 | .722 | .728 | .739 | .940 |

City of Los Angeles
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Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 02:45 PM | | | 02:45 PM | | |
|--------------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|
| +0 mins. | 127 | 96 | 223 | 108 | 82 | 190 | 52 | 74 | 126 |
| +15 mins. | 115 | 73 | 188 | 132 | 70 | 202 | 30 | 81 | 111 |
| +30 mins. | 116 | 97 | 213 | 86 | 91 | 177 | 84 | 135 | 219 |
| +45 mins. | 138 | 91 | 229 | 90 | 83 | 173 | 88 | 103 | 191 |
| Total Volume | 496 | 357 | 853 | 416 | 326 | 742 | 254 | 393 | 647 |
| % App. Total | 58.1 | 41.9 | | 56.1 | 43.9 | | 39.3 | 60.7 | |
| PHF | .899 | .920 | .931 | .788 | .896 | .918 | .722 | .728 | .739 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUMD
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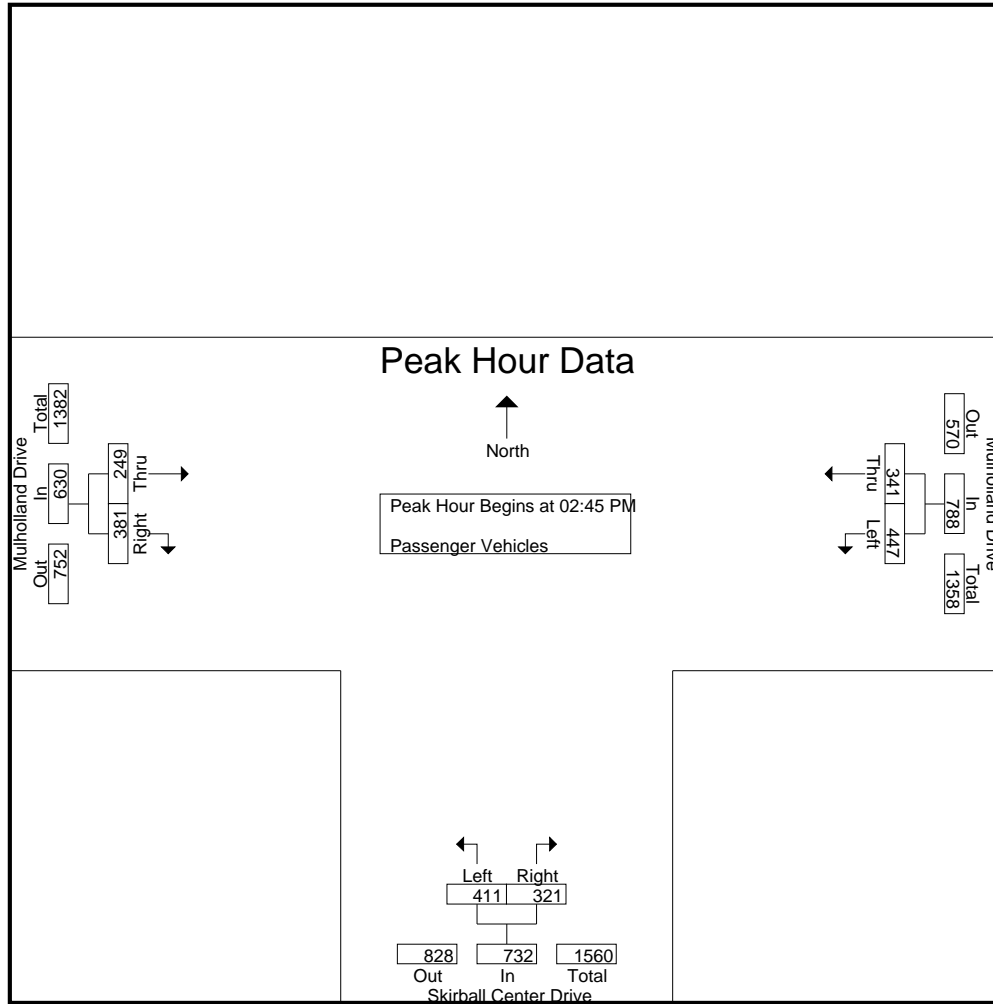
Groups Printed- Passenger Vehicles

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|-------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 101 | 54 | 155 | 51 | 65 | 116 | 18 | 34 | 52 | 323 |
| 02:15 PM | 102 | 71 | 173 | 73 | 58 | 131 | 30 | 44 | 74 | 378 |
| 02:30 PM | 113 | 61 | 174 | 77 | 76 | 153 | 53 | 85 | 138 | 465 |
| 02:45 PM | 98 | 78 | 176 | 105 | 81 | 186 | 51 | 72 | 123 | 485 |
| Total | 414 | 264 | 678 | 306 | 280 | 586 | 152 | 235 | 387 | 1651 |
| 03:00 PM | 125 | 95 | 220 | 132 | 68 | 200 | 30 | 78 | 108 | 528 |
| 03:15 PM | 114 | 73 | 187 | 84 | 90 | 174 | 81 | 130 | 211 | 572 |
| 03:30 PM | 110 | 95 | 205 | 90 | 82 | 172 | 87 | 101 | 188 | 565 |
| 03:45 PM | 133 | 91 | 224 | 76 | 56 | 132 | 31 | 58 | 89 | 445 |
| Total | 482 | 354 | 836 | 382 | 296 | 678 | 229 | 367 | 596 | 2110 |
| Grand Total | 896 | 618 | 1514 | 688 | 576 | 1264 | 381 | 602 | 983 | 3761 |
| Apprch % | 59.2 | 40.8 | | 54.4 | 45.6 | | 38.8 | 61.2 | | |
| Total % | 23.8 | 16.4 | 40.3 | 18.3 | 15.3 | 33.6 | 10.1 | 16 | 26.1 | |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--|-------------------------------|-----------|------------|-------------------------------------|-----------|------------|-------------------------------|------------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | |
| 02:45 PM | 98 | 78 | 176 | 105 | 81 | 186 | 51 | 72 | 123 | 485 |
| 03:00 PM | 125 | 95 | 220 | 132 | 68 | 200 | 30 | 78 | 108 | 528 |
| 03:15 PM | 114 | 73 | 187 | 84 | 90 | 174 | 81 | 130 | 211 | 572 |
| 03:30 PM | 110 | 95 | 205 | 90 | 82 | 172 | 87 | 101 | 188 | 565 |
| Total Volume | 447 | 341 | 788 | 411 | 321 | 732 | 249 | 381 | 630 | 2150 |
| % App. Total | 56.7 | 43.3 | | 56.1 | 43.9 | | 39.5 | 60.5 | | |
| PHF | .894 | .897 | .895 | .778 | .892 | .915 | .716 | .733 | .746 | .940 |

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Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | 02:45 PM | | | 02:45 PM | | |
|--------------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|
| +0 mins. | 98 | 78 | 176 | 105 | 81 | 186 | 51 | 72 | 123 |
| +15 mins. | 125 | 95 | 220 | 132 | 68 | 200 | 30 | 78 | 108 |
| +30 mins. | 114 | 73 | 187 | 84 | 90 | 174 | 81 | 130 | 211 |
| +45 mins. | 110 | 95 | 205 | 90 | 82 | 172 | 87 | 101 | 188 |
| Total Volume | 447 | 341 | 788 | 411 | 321 | 732 | 249 | 381 | 630 |
| % App. Total | 56.7 | 43.3 | | 56.1 | 43.9 | | 39.5 | 60.5 | |
| PHF | .894 | .897 | .895 | .778 | .892 | .915 | .716 | .733 | .746 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUMD
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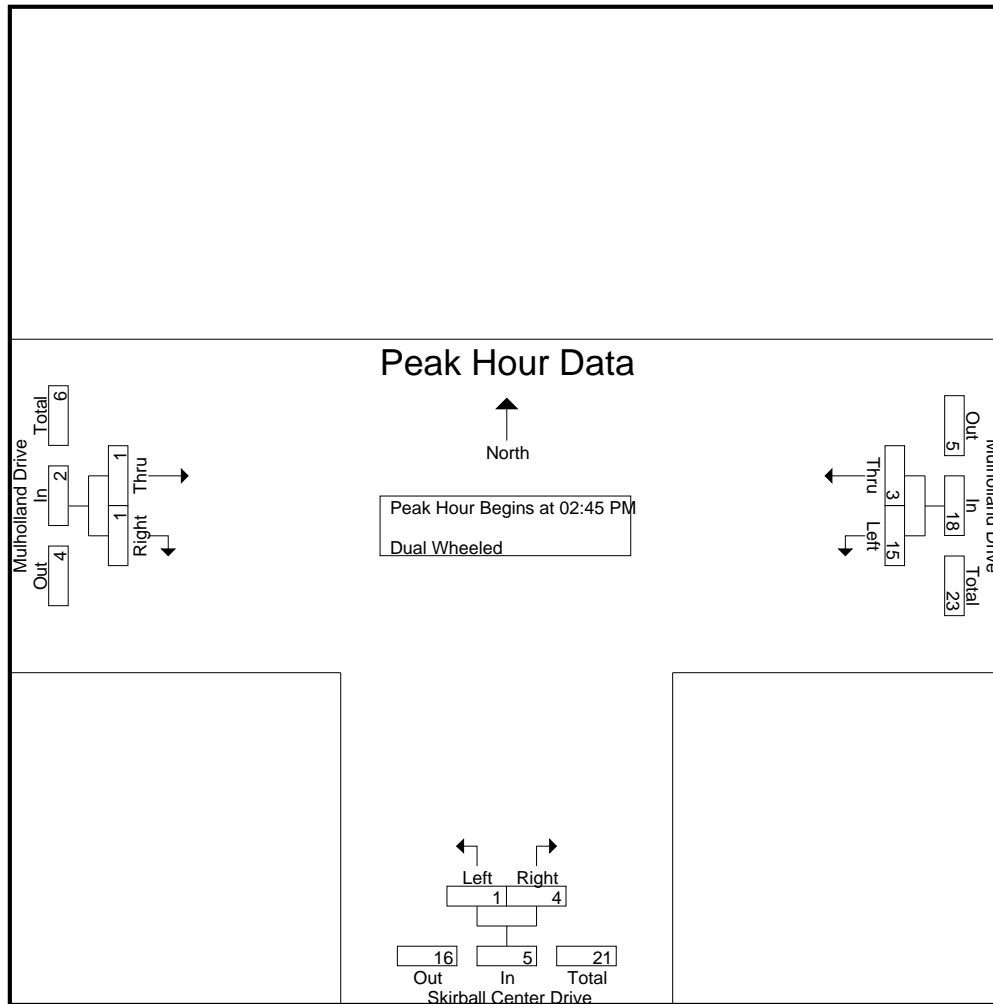
Groups Printed- Dual Wheeled

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|-------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 3 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 6 |
| 02:15 PM | 3 | 0 | 3 | 0 | 3 | 3 | 0 | 1 | 1 | 7 |
| 02:30 PM | 6 | 0 | 6 | 0 | 5 | 5 | 1 | 0 | 1 | 12 |
| 02:45 PM | 6 | 1 | 7 | 0 | 1 | 1 | 0 | 1 | 1 | 9 |
| Total | 18 | 1 | 19 | 0 | 12 | 12 | 1 | 2 | 3 | 34 |
| 03:00 PM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 03:15 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 03:30 PM | 6 | 2 | 8 | 0 | 1 | 1 | 1 | 0 | 1 | 10 |
| 03:45 PM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 2 | 6 |
| Total | 13 | 2 | 15 | 1 | 3 | 4 | 1 | 2 | 3 | 22 |
| Grand Total | 31 | 3 | 34 | 1 | 15 | 16 | 2 | 4 | 6 | 56 |
| Apprch % | 91.2 | 8.8 | | 6.2 | 93.8 | | 33.3 | 66.7 | | |
| Total % | 55.4 | 5.4 | 60.7 | 1.8 | 26.8 | 28.6 | 3.6 | 7.1 | 10.7 | |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--|-------------------------------|----------|------------|-------------------------------------|----------|------------|-------------------------------|----------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | |
| 02:45 PM | 6 | 1 | 7 | 0 | 1 | 1 | 0 | 1 | 1 | 9 |
| 03:00 PM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 03:15 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 03:30 PM | 6 | 2 | 8 | 0 | 1 | 1 | 1 | 0 | 1 | 10 |
| Total Volume | 15 | 3 | 18 | 1 | 4 | 5 | 1 | 1 | 2 | 25 |
| % App. Total | 83.3 | 16.7 | | 20 | 80 | | 50 | 50 | | |
| PHF | .625 | .375 | .563 | .250 | .500 | .625 | .250 | .250 | .500 | .625 |

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Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | 02:45 PM | | | 02:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 6 | 1 | 7 | 0 | 1 | 1 | 0 | 1 | 1 |
| +15 mins. | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| +45 mins. | 6 | 2 | 8 | 0 | 1 | 1 | 1 | 0 | 1 |
| Total Volume | 15 | 3 | 18 | 1 | 4 | 5 | 1 | 1 | 2 |
| % App. Total | 83.3 | 16.7 | | 20 | 80 | | 50 | 50 | |
| PHF | .625 | .375 | .563 | .250 | .500 | .625 | .250 | .250 | .500 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUMD
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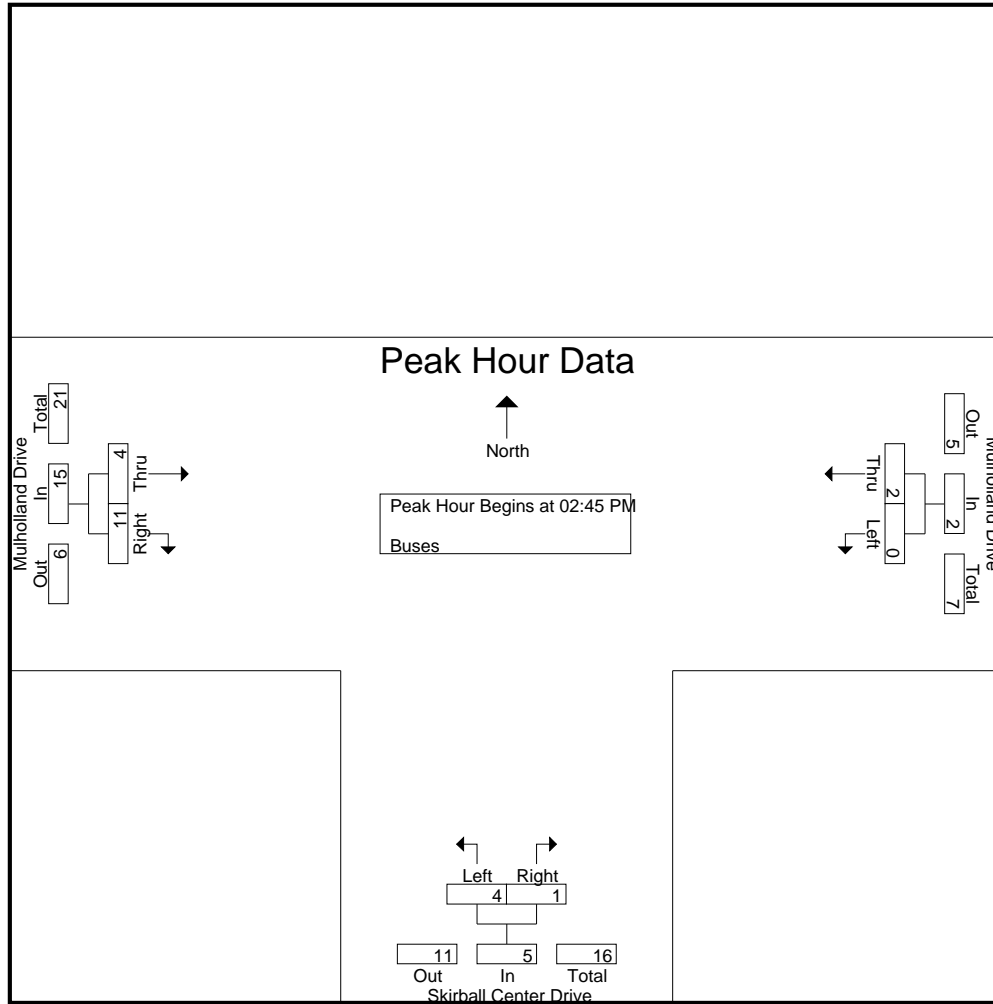
Groups Printed- Buses

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|-------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 |
| 02:15 PM | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 1 | 1 | 7 |
| 02:30 PM | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 |
| 02:45 PM | 0 | 1 | 1 | 3 | 0 | 3 | 1 | 1 | 2 | 6 |
| Total | 0 | 1 | 1 | 13 | 1 | 14 | 1 | 2 | 3 | 18 |
| 03:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 4 |
| 03:15 PM | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 5 | 8 | 10 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| 03:45 PM | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 4 | 4 | 7 |
| Total | 1 | 1 | 2 | 2 | 2 | 4 | 3 | 14 | 17 | 23 |
| Grand Total | 1 | 2 | 3 | 15 | 3 | 18 | 4 | 16 | 20 | 41 |
| Apprch % | 33.3 | 66.7 | | 83.3 | 16.7 | | 20 | 80 | | |
| Total % | 2.4 | 4.9 | 7.3 | 36.6 | 7.3 | 43.9 | 9.8 | 39 | 48.8 | |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | |
| 02:45 PM | 0 | 1 | 1 | 3 | 0 | 3 | 1 | 1 | 2 | 6 |
| 03:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 4 |
| 03:15 PM | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 5 | 8 | 10 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| Total Volume | 0 | 2 | 2 | 4 | 1 | 5 | 4 | 11 | 15 | 22 |
| % App. Total | 0 | 100 | | 80 | 20 | | 26.7 | 73.3 | | |
| PHF | .000 | .500 | .500 | .333 | .250 | .417 | .333 | .550 | .469 | .550 |

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Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | 02:45 PM | | | 02:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 1 | 1 | 3 | 0 | 3 | 1 | 1 | 2 |
| +15 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 |
| +30 mins. | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 5 | 8 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total Volume | 0 | 2 | 2 | 4 | 1 | 5 | 4 | 11 | 15 |
| % App. Total | 0 | 100 | | 80 | 20 | | 26.7 | 73.3 | |
| PHF | .000 | .500 | .500 | .333 | .250 | .417 | .333 | .550 | .469 |

City of Los Angeles
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Weather: Clear

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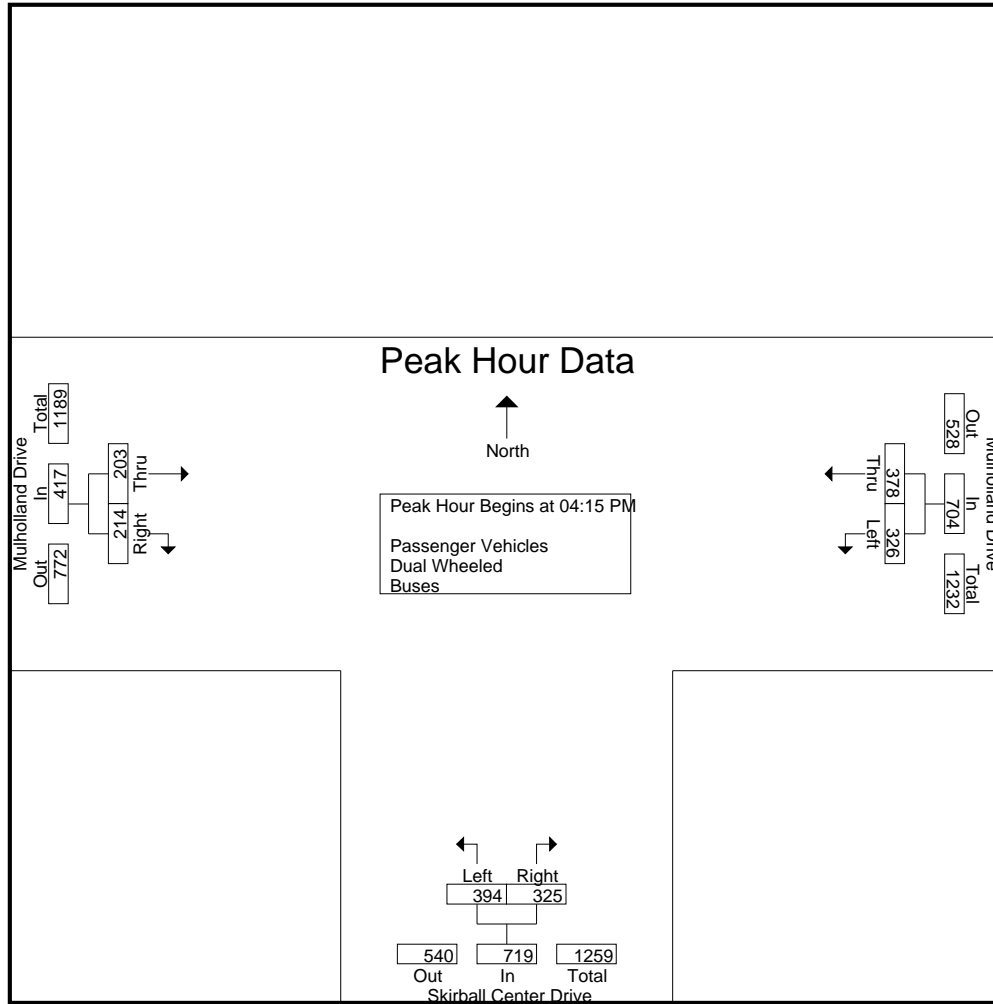
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|----------------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 118 | 96 | 214 | 74 | 67 | 141 | 54 | 62 | 116 | 471 |
| 04:15 PM | 101 | 95 | 196 | 86 | 73 | 159 | 38 | 37 | 75 | 430 |
| 04:30 PM | 72 | 91 | 163 | 84 | 83 | 167 | 48 | 61 | 109 | 439 |
| 04:45 PM | 61 | 89 | 150 | 119 | 78 | 197 | 46 | 56 | 102 | 449 |
| Total | 352 | 371 | 723 | 363 | 301 | 664 | 186 | 216 | 402 | 1789 |
| 05:00 PM | 92 | 103 | 195 | 105 | 91 | 196 | 71 | 60 | 131 | 522 |
| 05:15 PM | 70 | 94 | 164 | 94 | 61 | 155 | 32 | 50 | 82 | 401 |
| 05:30 PM | 66 | 113 | 179 | 92 | 85 | 177 | 19 | 47 | 66 | 422 |
| 05:45 PM | 74 | 79 | 153 | 78 | 81 | 159 | 28 | 30 | 58 | 370 |
| Total | 302 | 389 | 691 | 369 | 318 | 687 | 150 | 187 | 337 | 1715 |
| Grand Total | 654 | 760 | 1414 | 732 | 619 | 1351 | 336 | 403 | 739 | 3504 |
| Apprch % | 46.3 | 53.7 | | 54.2 | 45.8 | | 45.5 | 54.5 | | |
| Total % | 18.7 | 21.7 | 40.4 | 20.9 | 17.7 | 38.6 | 9.6 | 11.5 | 21.1 | |
| Passenger Vehicles | 639 | 757 | 1396 | 719 | 611 | 1330 | 333 | 394 | 727 | 3453 |
| % Passenger Vehicles | 97.7 | 99.6 | 98.7 | 98.2 | 98.7 | 98.4 | 99.1 | 97.8 | 98.4 | 98.5 |
| Dual Wheeled | 12 | 2 | 14 | 3 | 5 | 8 | 0 | 3 | 3 | 25 |
| % Dual Wheeled | 1.8 | 0.3 | 1 | 0.4 | 0.8 | 0.6 | 0 | 0.7 | 0.4 | 0.7 |
| Buses | 3 | 1 | 4 | 10 | 3 | 13 | 3 | 6 | 9 | 26 |
| % Buses | 0.5 | 0.1 | 0.3 | 1.4 | 0.5 | 1 | 0.9 | 1.5 | 1.2 | 0.7 |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | |
| 04:15 PM | 101 | 95 | 196 | 86 | 73 | 159 | 38 | 37 | 75 | 430 |
| 04:30 PM | 72 | 91 | 163 | 84 | 83 | 167 | 48 | 61 | 109 | 439 |
| 04:45 PM | 61 | 89 | 150 | 119 | 78 | 197 | 46 | 56 | 102 | 449 |
| 05:00 PM | 92 | 103 | 195 | 105 | 91 | 196 | 71 | 60 | 131 | 522 |
| Total Volume | 326 | 378 | 704 | 394 | 325 | 719 | 203 | 214 | 417 | 1840 |
| % App. Total | 46.3 | 53.7 | | 54.8 | 45.2 | | 48.7 | 51.3 | | |
| PHF | .807 | .917 | .898 | .828 | .893 | .912 | .715 | .877 | .796 | .881 |

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | 04:45 PM | | | 04:30 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 118 | 96 | 214 | 119 | 78 | 197 | 48 | 61 | 109 |
| +15 mins. | 101 | 95 | 196 | 105 | 91 | 196 | 46 | 56 | 102 |
| +30 mins. | 72 | 91 | 163 | 94 | 61 | 155 | 71 | 60 | 131 |
| +45 mins. | 61 | 89 | 150 | 92 | 85 | 177 | 32 | 50 | 82 |
| Total Volume | 352 | 371 | 723 | 410 | 315 | 725 | 197 | 227 | 424 |
| % App. Total | 48.7 | 51.3 | | 56.6 | 43.4 | | 46.5 | 53.5 | |
| PHF | .746 | .966 | .845 | .861 | .865 | .920 | .694 | .930 | .809 |

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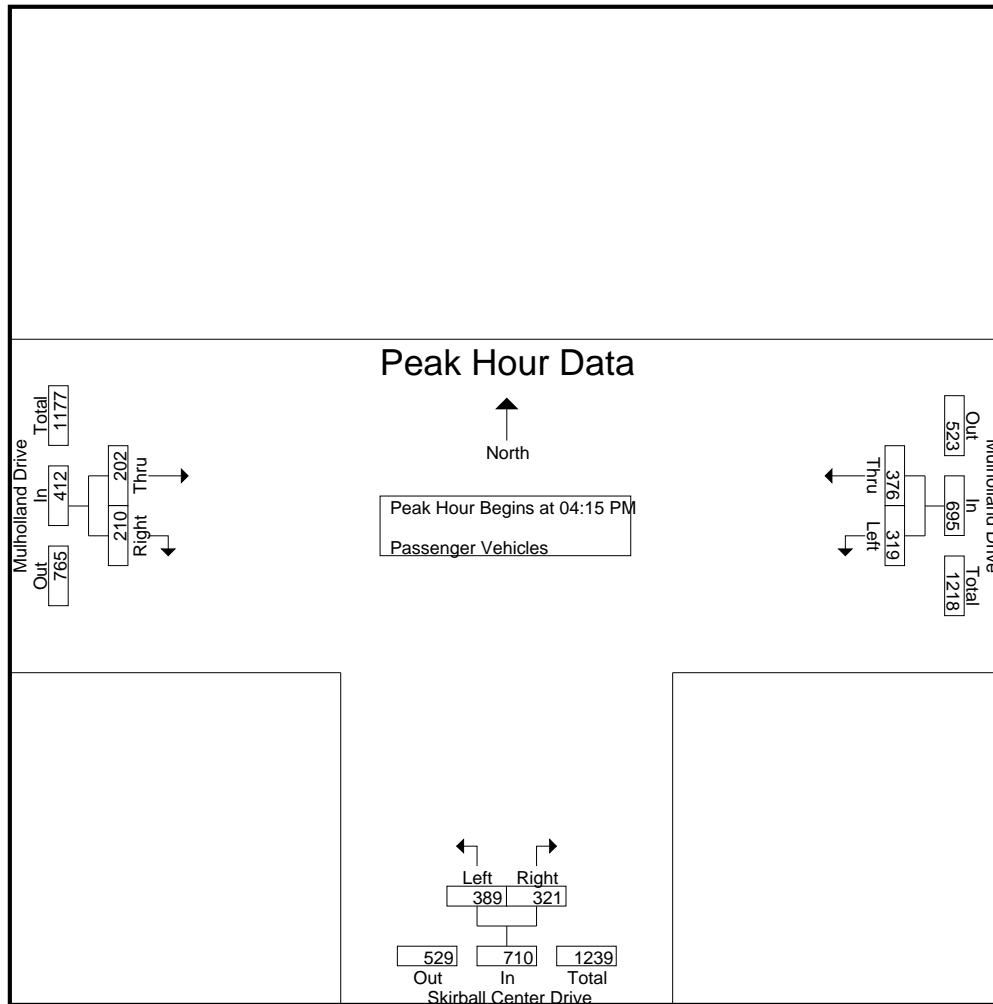
Groups Printed- Passenger Vehicles

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|-------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 111 | 95 | 206 | 73 | 65 | 138 | 54 | 62 | 116 | 460 |
| 04:15 PM | 100 | 94 | 194 | 86 | 71 | 157 | 38 | 34 | 72 | 423 |
| 04:30 PM | 71 | 90 | 161 | 82 | 83 | 165 | 48 | 61 | 109 | 435 |
| 04:45 PM | 59 | 89 | 148 | 118 | 78 | 196 | 45 | 55 | 100 | 444 |
| Total | 341 | 368 | 709 | 359 | 297 | 656 | 185 | 212 | 397 | 1762 |
| 05:00 PM | 89 | 103 | 192 | 103 | 89 | 192 | 71 | 60 | 131 | 515 |
| 05:15 PM | 69 | 94 | 163 | 91 | 60 | 151 | 30 | 48 | 78 | 392 |
| 05:30 PM | 66 | 113 | 179 | 88 | 84 | 172 | 19 | 45 | 64 | 415 |
| 05:45 PM | 74 | 79 | 153 | 78 | 81 | 159 | 28 | 29 | 57 | 369 |
| Total | 298 | 389 | 687 | 360 | 314 | 674 | 148 | 182 | 330 | 1691 |
| Grand Total | 639 | 757 | 1396 | 719 | 611 | 1330 | 333 | 394 | 727 | 3453 |
| Apprch % | 45.8 | 54.2 | | 54.1 | 45.9 | | 45.8 | 54.2 | | |
| Total % | 18.5 | 21.9 | 40.4 | 20.8 | 17.7 | 38.5 | 9.6 | 11.4 | 21.1 | |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--|-------------------------------|------------|------------|-------------------------------------|-----------|------------|-------------------------------|-----------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | |
| 04:15 PM | 100 | 94 | 194 | 86 | 71 | 157 | 38 | 34 | 72 | 423 |
| 04:30 PM | 71 | 90 | 161 | 82 | 83 | 165 | 48 | 61 | 109 | 435 |
| 04:45 PM | 59 | 89 | 148 | 118 | 78 | 196 | 45 | 55 | 100 | 444 |
| 05:00 PM | 89 | 103 | 192 | 103 | 89 | 192 | 71 | 60 | 131 | 515 |
| Total Volume | 319 | 376 | 695 | 389 | 321 | 710 | 202 | 210 | 412 | 1817 |
| % App. Total | 45.9 | 54.1 | | 54.8 | 45.2 | | 49 | 51 | | |
| PHF | .798 | .913 | .896 | .824 | .902 | .906 | .711 | .861 | .786 | .882 |

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | 04:15 PM | | | 04:15 PM | | |
|--------------|------------|------------|------------|------------|-----------|------------|-----------|-----------|------------|
| +0 mins. | 100 | 94 | 194 | 86 | 71 | 157 | 38 | 34 | 72 |
| +15 mins. | 71 | 90 | 161 | 82 | 83 | 165 | 48 | 61 | 109 |
| +30 mins. | 59 | 89 | 148 | 118 | 78 | 196 | 45 | 55 | 100 |
| +45 mins. | 89 | 103 | 192 | 103 | 89 | 192 | 71 | 60 | 131 |
| Total Volume | 319 | 376 | 695 | 389 | 321 | 710 | 202 | 210 | 412 |
| % App. Total | 45.9 | 54.1 | | 54.8 | 45.2 | | 49 | 51 | |
| PHF | .798 | .913 | .896 | .824 | .902 | .906 | .711 | .861 | .786 |

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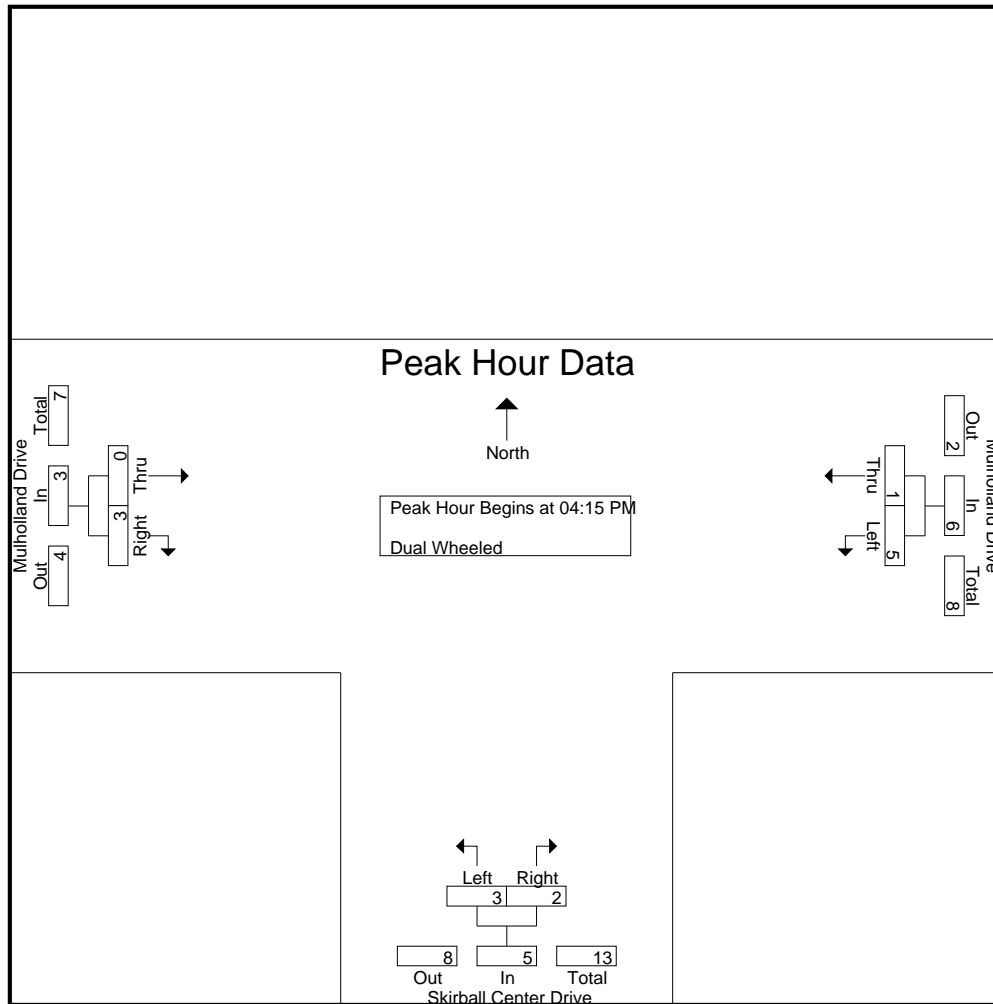
Groups Printed- Dual Wheeled

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|-------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 6 | 1 | 7 | 0 | 2 | 2 | 0 | 0 | 0 | 9 |
| 04:15 PM | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 5 |
| 04:30 PM | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 3 |
| 04:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Total | 9 | 2 | 11 | 2 | 3 | 5 | 0 | 3 | 3 | 19 |
| 05:00 PM | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 4 |
| 05:15 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3 | 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 6 |
| Grand Total | 12 | 2 | 14 | 3 | 5 | 8 | 0 | 3 | 3 | 25 |
| Apprch % | 85.7 | 14.3 | | 37.5 | 62.5 | | 0 | 100 | | |
| Total % | 48 | 8 | 56 | 12 | 20 | 32 | 0 | 12 | 12 | |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | |
| 04:15 PM | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 5 |
| 04:30 PM | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 3 |
| 04:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 05:00 PM | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 4 |
| Total Volume | 5 | 1 | 6 | 3 | 2 | 5 | 0 | 3 | 3 | 14 |
| % App. Total | 83.3 | 16.7 | | 60 | 40 | | 0 | 100 | | |
| PHF | .625 | .250 | .750 | .375 | .500 | .625 | .000 | .375 | .375 | .700 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUPM
Site Code : 16616030
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | 04:15 PM | | | 04:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 2 |
| +15 mins. | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| +45 mins. | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 |
| Total Volume | 5 | 1 | 6 | 3 | 2 | 5 | 0 | 3 | 3 |
| % App. Total | 83.3 | 16.7 | | 60 | 40 | | 0 | 100 | |
| PHF | .625 | .250 | .750 | .375 | .500 | .625 | .000 | .375 | .375 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

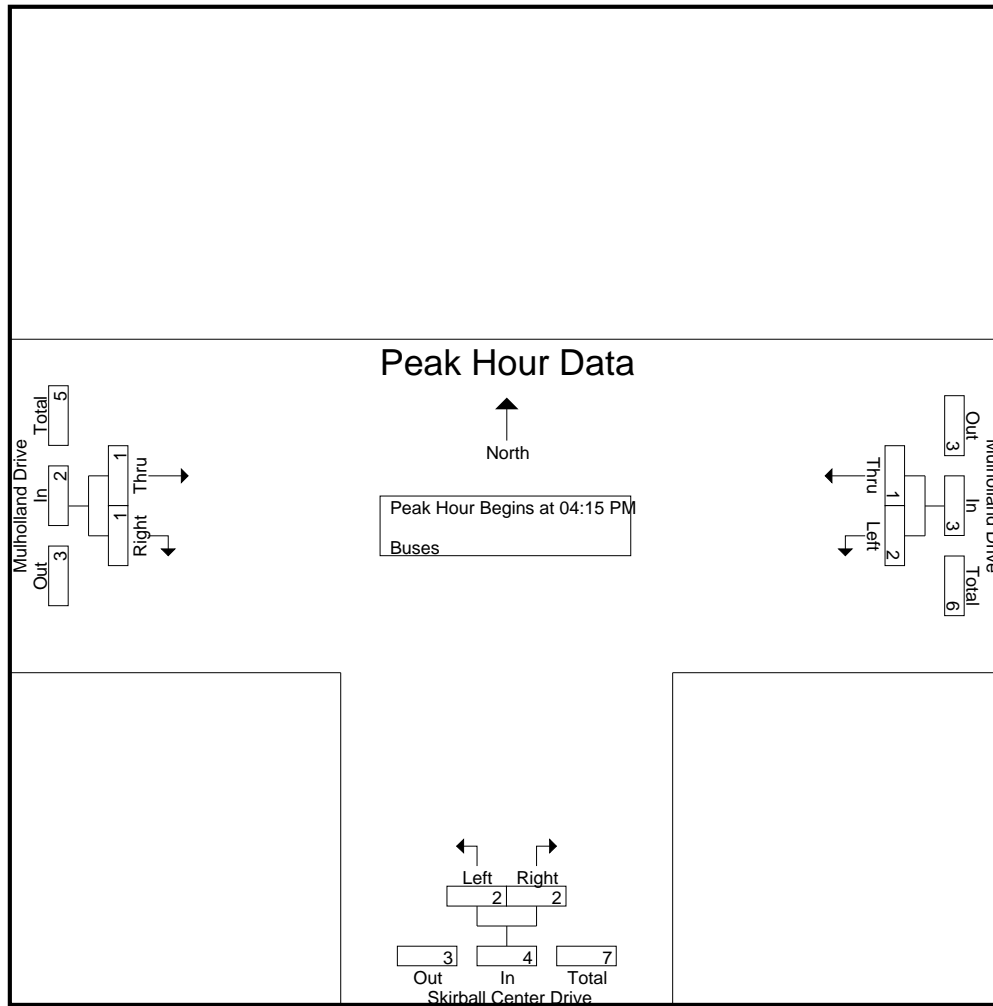
Groups Printed- Buses

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|-------------|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| 04:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 3 |
| Total | 2 | 1 | 3 | 2 | 1 | 3 | 1 | 1 | 2 | 8 |
| 05:00 PM | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 2 | 4 | 7 |
| 05:30 PM | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 2 | 2 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 1 | 0 | 1 | 8 | 2 | 10 | 2 | 5 | 7 | 18 |
| Grand Total | 3 | 1 | 4 | 10 | 3 | 13 | 3 | 6 | 9 | 26 |
| Apprch % | 75 | 25 | | 76.9 | 23.1 | | 33.3 | 66.7 | | |
| Total % | 11.5 | 3.8 | 15.4 | 38.5 | 11.5 | 50 | 11.5 | 23.1 | 34.6 | |

| | Mulholland Drive Westbound | | | Skirball Center Drive Northbound | | | Mulholland Drive Eastbound | | | |
|--|-------------------------------|------|------------|-------------------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| 04:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 3 |
| 05:00 PM | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 3 |
| Total Volume | 2 | 1 | 3 | 2 | 2 | 4 | 1 | 1 | 2 | 9 |
| % App. Total | 66.7 | 33.3 | | 50 | 50 | | 50 | 50 | | |
| PHF | .500 | .250 | .750 | .500 | .500 | .500 | .250 | .250 | .500 | .750 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: Mulholland Drive
Weather: Clear

File Name : LACSKMUPM
Site Code : 16616030
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | 04:15 PM | | | 04:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |
| +15 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| +45 mins. | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 |
| Total Volume | 2 | 1 | 3 | 2 | 2 | 4 | 1 | 1 | 2 |
| % App. Total | 66.7 | 33.3 | | 50 | 50 | | 50 | 50 | |
| PHF | .500 | .250 | .750 | .500 | .500 | .500 | .250 | .250 | .500 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

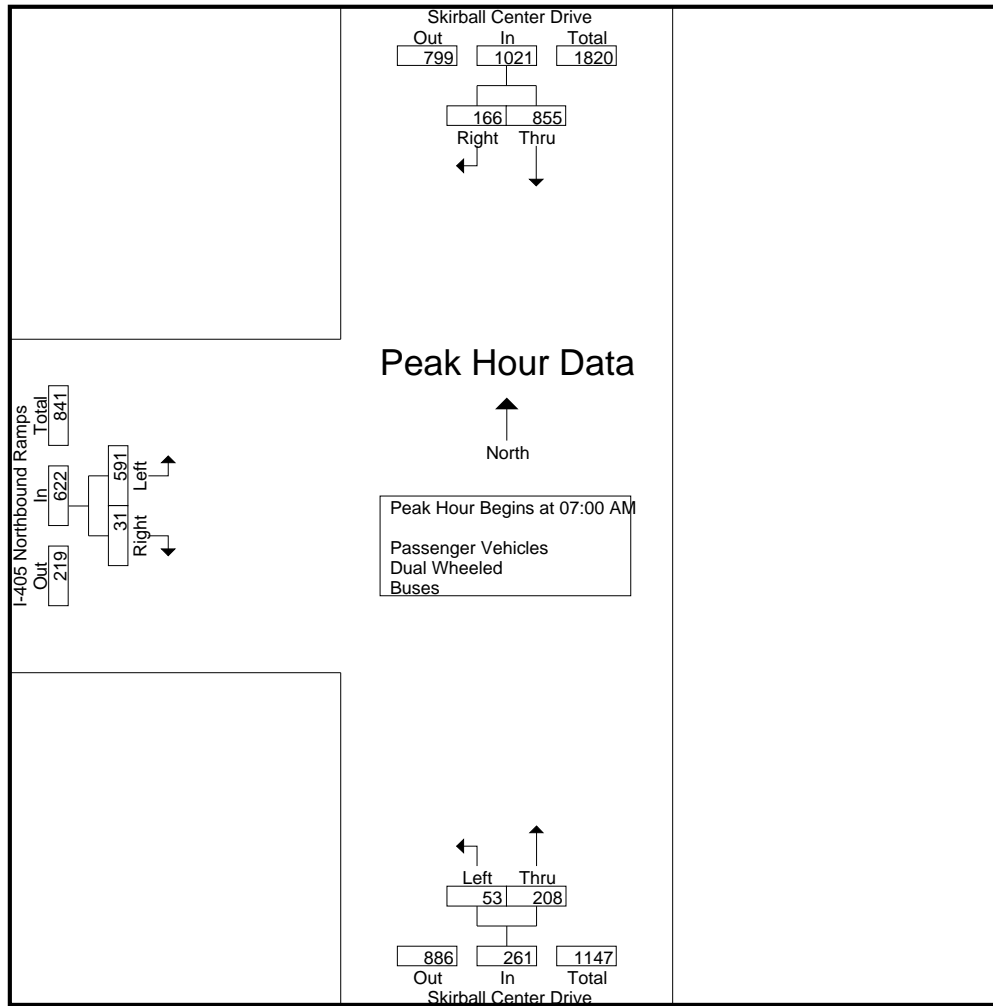
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|----------------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 303 | 41 | 344 | 15 | 47 | 62 | 125 | 9 | 134 | 540 |
| 07:15 AM | 229 | 50 | 279 | 11 | 44 | 55 | 148 | 10 | 158 | 492 |
| 07:30 AM | 196 | 45 | 241 | 13 | 44 | 57 | 172 | 5 | 177 | 475 |
| 07:45 AM | 127 | 30 | 157 | 14 | 73 | 87 | 146 | 7 | 153 | 397 |
| Total | 855 | 166 | 1021 | 53 | 208 | 261 | 591 | 31 | 622 | 1904 |
| 08:00 AM | 246 | 31 | 277 | 16 | 57 | 73 | 108 | 9 | 117 | 467 |
| 08:15 AM | 198 | 33 | 231 | 12 | 38 | 50 | 86 | 1 | 87 | 368 |
| 08:30 AM | 162 | 33 | 195 | 17 | 35 | 52 | 68 | 8 | 76 | 323 |
| 08:45 AM | 283 | 34 | 317 | 11 | 26 | 37 | 75 | 15 | 90 | 444 |
| Total | 889 | 131 | 1020 | 56 | 156 | 212 | 337 | 33 | 370 | 1602 |
| 09:00 AM | 270 | 33 | 303 | 7 | 40 | 47 | 74 | 7 | 81 | 431 |
| 09:15 AM | 286 | 43 | 329 | 17 | 32 | 49 | 65 | 10 | 75 | 453 |
| 09:30 AM | 265 | 42 | 307 | 23 | 37 | 60 | 63 | 15 | 78 | 445 |
| 09:45 AM | 301 | 35 | 336 | 14 | 25 | 39 | 37 | 11 | 48 | 423 |
| Total | 1122 | 153 | 1275 | 61 | 134 | 195 | 239 | 43 | 282 | 1752 |
| Grand Total | 2866 | 450 | 3316 | 170 | 498 | 668 | 1167 | 107 | 1274 | 5258 |
| Apprch % | 86.4 | 13.6 | | 25.4 | 74.6 | | 91.6 | 8.4 | | |
| Total % | 54.5 | 8.6 | 63.1 | 3.2 | 9.5 | 12.7 | 22.2 | 2 | 24.2 | |
| Passenger Vehicles | 2842 | 435 | 3277 | 169 | 467 | 636 | 1133 | 93 | 1226 | 5139 |
| % Passenger Vehicles | 99.2 | 96.7 | 98.8 | 99.4 | 93.8 | 95.2 | 97.1 | 86.9 | 96.2 | 97.7 |
| Dual Wheeled | 15 | 6 | 21 | 1 | 24 | 25 | 26 | 11 | 37 | 83 |
| % Dual Wheeled | 0.5 | 1.3 | 0.6 | 0.6 | 4.8 | 3.7 | 2.2 | 10.3 | 2.9 | 1.6 |
| Buses | 9 | 9 | 18 | 0 | 7 | 7 | 8 | 3 | 11 | 36 |
| % Buses | 0.3 | 2 | 0.5 | 0 | 1.4 | 1 | 0.7 | 2.8 | 0.9 | 0.7 |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|-----------|------------|-------------------------------------|-----------|------------|-------------------------------------|-----------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 303 | 41 | 344 | 15 | 47 | 62 | 125 | 9 | 134 | 540 |
| 07:15 AM | 229 | 50 | 279 | 11 | 44 | 55 | 148 | 10 | 158 | 492 |
| 07:30 AM | 196 | 45 | 241 | 13 | 44 | 57 | 172 | 5 | 177 | 475 |
| 07:45 AM | 127 | 30 | 157 | 14 | 73 | 87 | 146 | 7 | 153 | 397 |
| Total Volume | 855 | 166 | 1021 | 53 | 208 | 261 | 591 | 31 | 622 | 1904 |
| % App. Total | 83.7 | 16.3 | | 20.3 | 79.7 | | 95 | 5 | | |
| PHF | .705 | .830 | .742 | .883 | .712 | .750 | .859 | .775 | .879 | .881 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 09:00 AM | | | 07:15 AM | | | 07:00 AM | | |
|--------------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|
| +0 mins. | 270 | 33 | 303 | 11 | 44 | 55 | 125 | 9 | 134 |
| +15 mins. | 286 | 43 | 329 | 13 | 44 | 57 | 148 | 10 | 158 |
| +30 mins. | 265 | 42 | 307 | 14 | 73 | 87 | 172 | 5 | 177 |
| +45 mins. | 301 | 35 | 336 | 16 | 57 | 73 | 146 | 7 | 153 |
| Total Volume | 1122 | 153 | 1275 | 54 | 218 | 272 | 591 | 31 | 622 |
| % App. Total | 88 | 12 | | 19.9 | 80.1 | | 95 | 5 | |
| PHF | .932 | .890 | .949 | .844 | .747 | .782 | .859 | .775 | .879 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NAM
Site Code : 16616030
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Page No : 1

Groups Printed- Passenger Vehicles

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|-------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 302 | 41 | 343 | 15 | 40 | 55 | 124 | 8 | 132 | 530 |
| 07:15 AM | 227 | 49 | 276 | 11 | 39 | 50 | 145 | 9 | 154 | 480 |
| 07:30 AM | 194 | 45 | 239 | 13 | 43 | 56 | 169 | 4 | 173 | 468 |
| 07:45 AM | 125 | 28 | 153 | 14 | 71 | 85 | 140 | 5 | 145 | 383 |
| Total | 848 | 163 | 1011 | 53 | 193 | 246 | 578 | 26 | 604 | 1861 |
| 08:00 AM | 245 | 30 | 275 | 16 | 52 | 68 | 104 | 9 | 113 | 456 |
| 08:15 AM | 192 | 30 | 222 | 11 | 36 | 47 | 84 | 1 | 85 | 354 |
| 08:30 AM | 161 | 30 | 191 | 17 | 34 | 51 | 66 | 6 | 72 | 314 |
| 08:45 AM | 280 | 32 | 312 | 11 | 25 | 36 | 74 | 14 | 88 | 436 |
| Total | 878 | 122 | 1000 | 55 | 147 | 202 | 328 | 30 | 358 | 1560 |
| 09:00 AM | 267 | 32 | 299 | 7 | 39 | 46 | 70 | 6 | 76 | 421 |
| 09:15 AM | 285 | 43 | 328 | 17 | 31 | 48 | 64 | 10 | 74 | 450 |
| 09:30 AM | 264 | 40 | 304 | 23 | 34 | 57 | 57 | 12 | 69 | 430 |
| 09:45 AM | 300 | 35 | 335 | 14 | 23 | 37 | 36 | 9 | 45 | 417 |
| Total | 1116 | 150 | 1266 | 61 | 127 | 188 | 227 | 37 | 264 | 1718 |
| Grand Total | 2842 | 435 | 3277 | 169 | 467 | 636 | 1133 | 93 | 1226 | 5139 |
| Apprch % | 86.7 | 13.3 | | 26.6 | 73.4 | | 92.4 | 7.6 | | |
| Total % | 55.3 | 8.5 | 63.8 | 3.3 | 9.1 | 12.4 | 22 | 1.8 | 23.9 | |

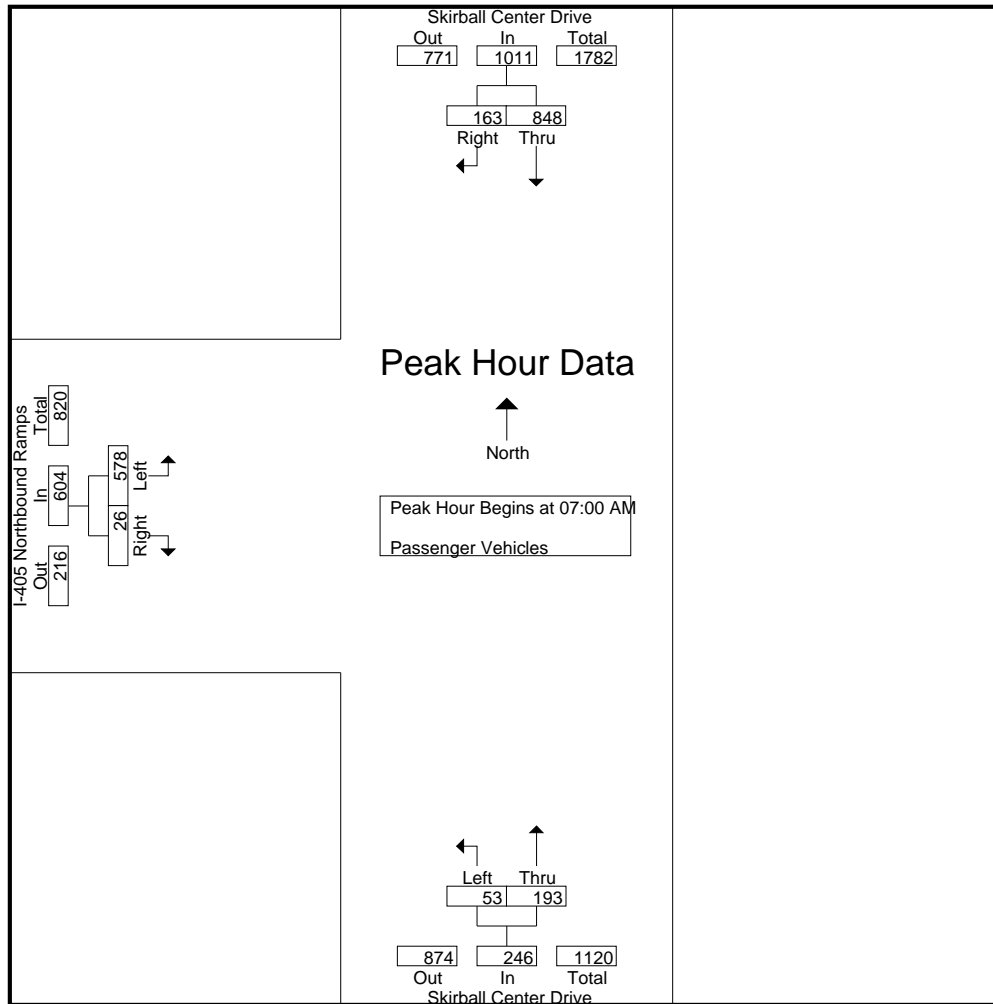
| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--------------|-------------------------------------|-----------|------------|-------------------------------------|-----------|------------|-------------------------------------|----------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 302 | 41 | 343 | 15 | 40 | 55 | 124 | 8 | 132 | 530 |
| 07:15 AM | 227 | 49 | 276 | 11 | 39 | 50 | 145 | 9 | 154 | 480 |
| 07:30 AM | 194 | 45 | 239 | 13 | 43 | 56 | 169 | 4 | 173 | 468 |
| 07:45 AM | 125 | 28 | 153 | 14 | 71 | 85 | 140 | 5 | 145 | 383 |
| Total Volume | 848 | 163 | 1011 | 53 | 193 | 246 | 578 | 26 | 604 | 1861 |
| % App. Total | 83.9 | 16.1 | | 21.5 | 78.5 | | 95.7 | 4.3 | | |
| PHF | .702 | .832 | .737 | .883 | .680 | .724 | .855 | .722 | .873 | .878 |

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NAM
Site Code : 16616030
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 302 | 41 | 343 | 15 | 40 | 55 | 124 | 8 | 132 |
| +15 mins. | 227 | 49 | 276 | 11 | 39 | 50 | 145 | 9 | 154 |
| +30 mins. | 194 | 45 | 239 | 13 | 43 | 56 | 169 | 4 | 173 |
| +45 mins. | 125 | 28 | 153 | 14 | 71 | 85 | 140 | 5 | 145 |
| Total Volume | 848 | 163 | 1011 | 53 | 193 | 246 | 578 | 26 | 604 |
| % App. Total | 83.9 | 16.1 | | 21.5 | 78.5 | | 95.7 | 4.3 | |
| PHF | .702 | .832 | .737 | .883 | .680 | .724 | .855 | .722 | .873 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

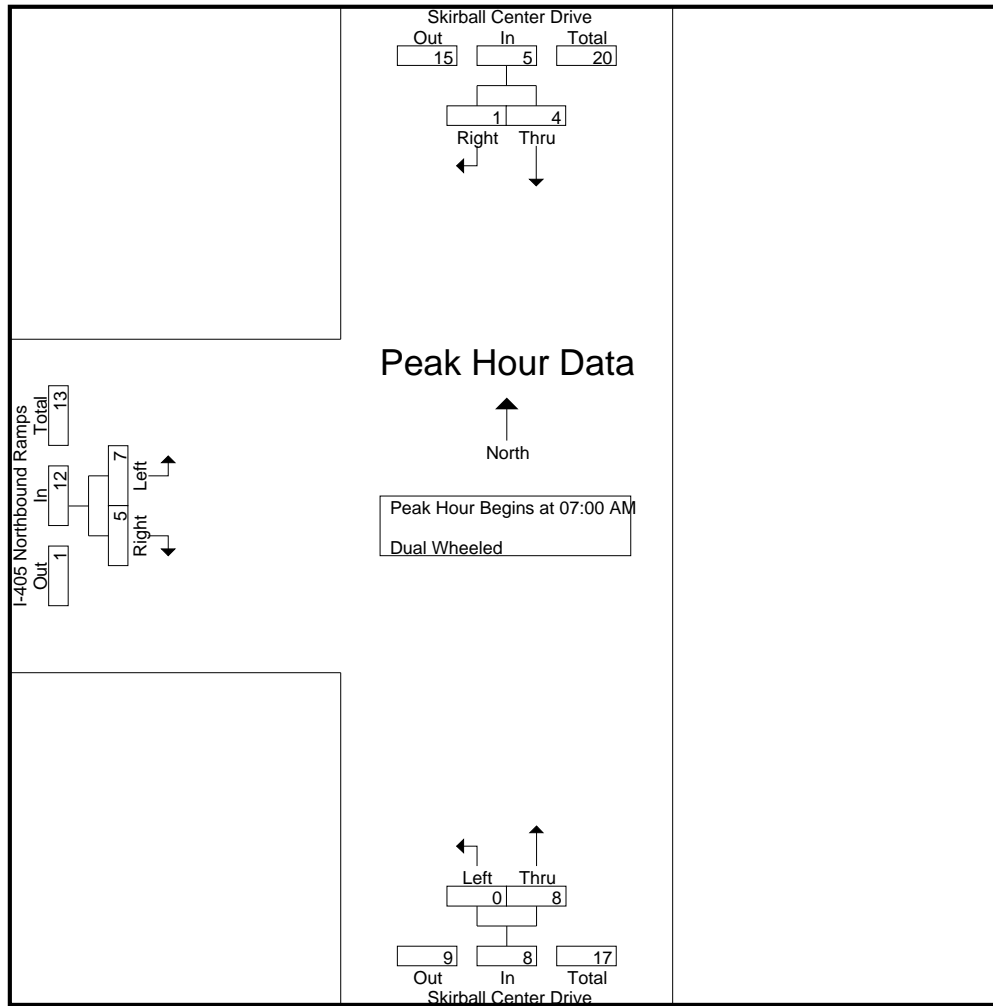
Groups Printed- Dual Wheeled

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|-------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 4 |
| 07:15 AM | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 1 | 4 | 7 |
| 07:30 AM | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 3 | 5 |
| 07:45 AM | 2 | 1 | 3 | 0 | 2 | 2 | 2 | 2 | 4 | 9 |
| Total | 4 | 1 | 5 | 0 | 8 | 8 | 7 | 5 | 12 | 25 |
| 08:00 AM | 0 | 1 | 1 | 0 | 5 | 5 | 2 | 0 | 2 | 8 |
| 08:15 AM | 1 | 0 | 1 | 1 | 2 | 3 | 2 | 0 | 2 | 6 |
| 08:30 AM | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 2 | 4 | 6 |
| 08:45 AM | 3 | 2 | 5 | 0 | 1 | 1 | 1 | 1 | 2 | 8 |
| Total | 5 | 3 | 8 | 1 | 9 | 10 | 7 | 3 | 10 | 28 |
| 09:00 AM | 3 | 1 | 4 | 0 | 1 | 1 | 4 | 1 | 5 | 10 |
| 09:15 AM | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 3 |
| 09:30 AM | 1 | 1 | 2 | 0 | 3 | 3 | 6 | 2 | 8 | 13 |
| 09:45 AM | 1 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 1 | 4 |
| Total | 6 | 2 | 8 | 0 | 7 | 7 | 12 | 3 | 15 | 30 |
| Grand Total | 15 | 6 | 21 | 1 | 24 | 25 | 26 | 11 | 37 | 83 |
| Apprch % | 71.4 | 28.6 | | 4 | 96 | | 70.3 | 29.7 | | |
| Total % | 18.1 | 7.2 | 25.3 | 1.2 | 28.9 | 30.1 | 31.3 | 13.3 | 44.6 | |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 4 |
| 07:15 AM | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 1 | 4 | 7 |
| 07:30 AM | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 3 | 5 |
| 07:45 AM | 2 | 1 | 3 | 0 | 2 | 2 | 2 | 2 | 4 | 9 |
| Total Volume | 4 | 1 | 5 | 0 | 8 | 8 | 7 | 5 | 12 | 25 |
| % App. Total | 80 | 20 | | 0 | 100 | | 58.3 | 41.7 | | |
| PHF | .500 | .250 | .417 | .000 | .667 | .667 | .583 | .625 | .750 | .694 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 1 | 4 |
| +30 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 3 |
| +45 mins. | 2 | 1 | 3 | 0 | 2 | 2 | 2 | 2 | 4 |
| Total Volume | 4 | 1 | 5 | 0 | 8 | 8 | 7 | 5 | 12 |
| % App. Total | 80 | 20 | | 0 | 100 | | 58.3 | 41.7 | |
| PHF | .500 | .250 | .417 | .000 | .667 | .667 | .583 | .625 | .750 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

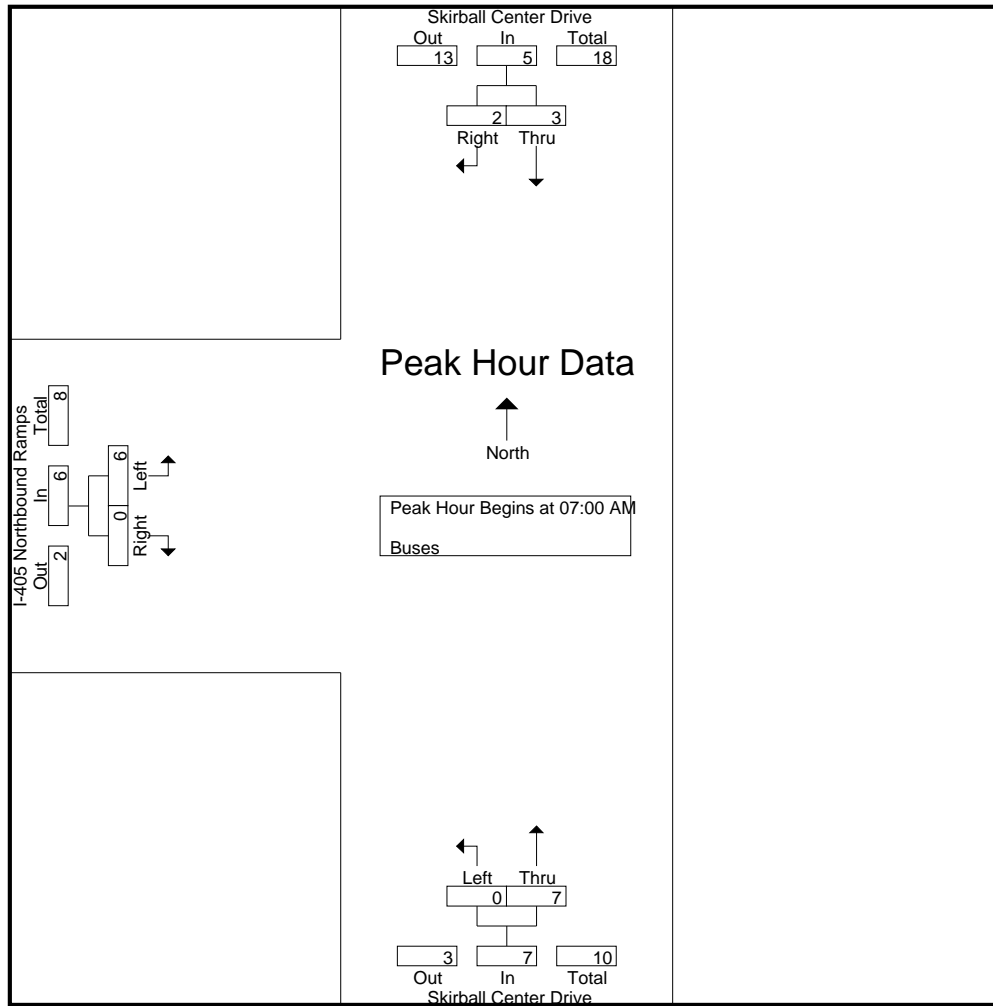
Groups Printed- Buses

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|-------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 1 | 6 |
| 07:15 AM | 2 | 1 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 5 |
| 07:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 07:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 4 | 5 |
| Total | 3 | 2 | 5 | 0 | 7 | 7 | 6 | 0 | 6 | 18 |
| 08:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 08:15 AM | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:30 AM | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6 | 6 | 12 | 0 | 0 | 0 | 2 | 0 | 2 | 14 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 4 |
| Grand Total | 9 | 9 | 18 | 0 | 7 | 7 | 8 | 3 | 11 | 36 |
| Apprch % | 50 | 50 | | 0 | 100 | | 72.7 | 27.3 | | |
| Total % | 25 | 25 | 50 | 0 | 19.4 | 19.4 | 22.2 | 8.3 | 30.6 | |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 1 | 6 |
| 07:15 AM | 2 | 1 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 5 |
| 07:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 07:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 4 | 5 |
| Total Volume | 3 | 2 | 5 | 0 | 7 | 7 | 6 | 0 | 6 | 18 |
| % App. Total | 60 | 40 | | 0 | 100 | | 100 | 0 | | |
| PHF | .375 | .500 | .417 | .000 | .350 | .350 | .375 | .000 | .375 | .750 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 1 |
| +15 mins. | 2 | 1 | 3 | 0 | 2 | 2 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 4 |
| Total Volume | 3 | 2 | 5 | 0 | 7 | 7 | 6 | 0 | 6 |
| % App. Total | 60 | 40 | | 0 | 100 | | 100 | 0 | |
| PHF | .375 | .500 | .417 | .000 | .350 | .350 | .375 | .000 | .375 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

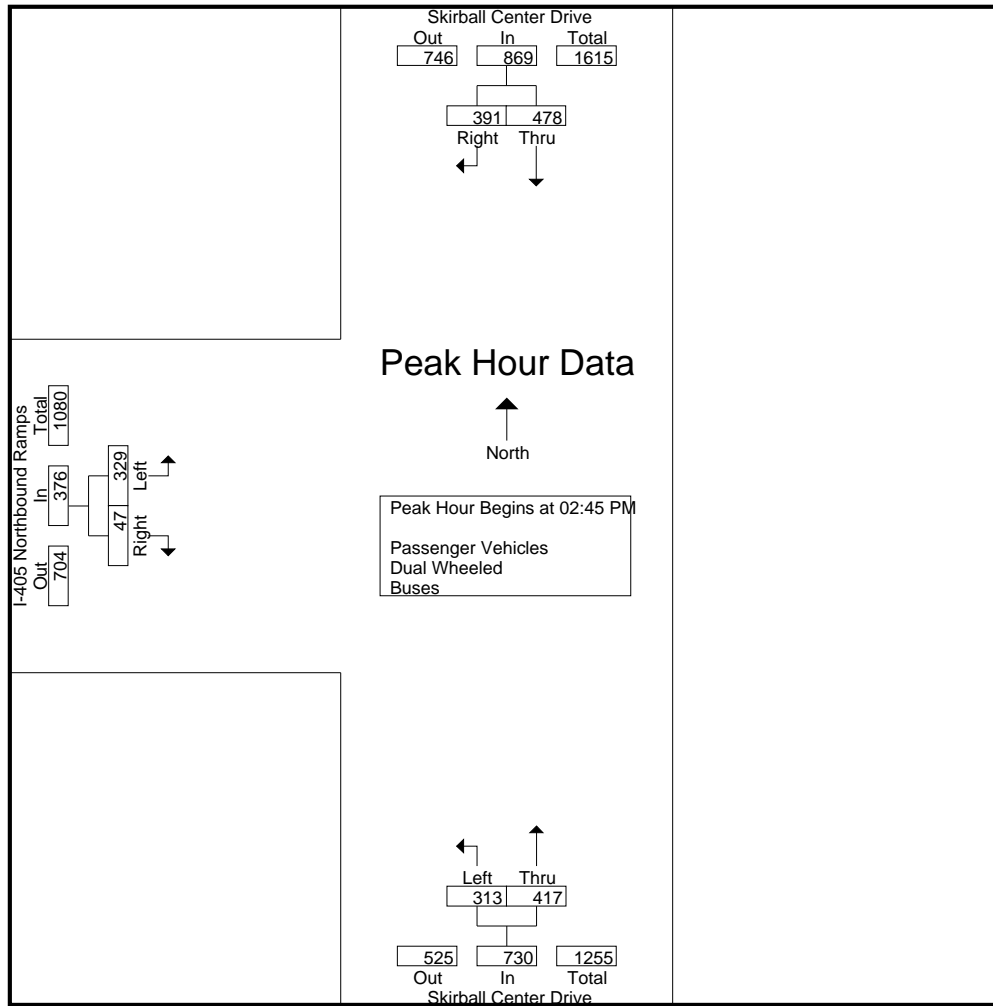
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|----------------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 02:00 PM | 69 | 63 | 132 | 40 | 57 | 97 | 67 | 15 | 82 | 311 |
| 02:15 PM | 83 | 72 | 155 | 31 | 65 | 96 | 70 | 8 | 78 | 329 |
| 02:30 PM | 113 | 87 | 200 | 51 | 79 | 130 | 88 | 11 | 99 | 429 |
| 02:45 PM | 103 | 79 | 182 | 69 | 112 | 181 | 82 | 11 | 93 | 456 |
| Total | 368 | 301 | 669 | 191 | 313 | 504 | 307 | 45 | 352 | 1525 |
| 03:00 PM | 103 | 102 | 205 | 77 | 105 | 182 | 93 | 12 | 105 | 492 |
| 03:15 PM | 141 | 121 | 262 | 85 | 108 | 193 | 64 | 7 | 71 | 526 |
| 03:30 PM | 131 | 89 | 220 | 82 | 92 | 174 | 90 | 17 | 107 | 501 |
| 03:45 PM | 108 | 88 | 196 | 70 | 63 | 133 | 67 | 19 | 86 | 415 |
| Total | 483 | 400 | 883 | 314 | 368 | 682 | 314 | 55 | 369 | 1934 |
| Grand Total | 851 | 701 | 1552 | 505 | 681 | 1186 | 621 | 100 | 721 | 3459 |
| Apprch % | 54.8 | 45.2 | | 42.6 | 57.4 | | 86.1 | 13.9 | | |
| Total % | 24.6 | 20.3 | 44.9 | 14.6 | 19.7 | 34.3 | 18 | 2.9 | 20.8 | |
| Passenger Vehicles | 828 | 673 | 1501 | 497 | 658 | 1155 | 611 | 97 | 708 | 3364 |
| % Passenger Vehicles | 97.3 | 96 | 96.7 | 98.4 | 96.6 | 97.4 | 98.4 | 97 | 98.2 | 97.3 |
| Dual Wheeled | 11 | 22 | 33 | 7 | 8 | 15 | 7 | 2 | 9 | 57 |
| % Dual Wheeled | 1.3 | 3.1 | 2.1 | 1.4 | 1.2 | 1.3 | 1.1 | 2 | 1.2 | 1.6 |
| Buses | 12 | 6 | 18 | 1 | 15 | 16 | 3 | 1 | 4 | 38 |
| % Buses | 1.4 | 0.9 | 1.2 | 0.2 | 2.2 | 1.3 | 0.5 | 1 | 0.6 | 1.1 |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|------------|------------|-------------------------------------|------------|------------|-------------------------------------|-----------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | |
| 02:45 PM | 103 | 79 | 182 | 69 | 112 | 181 | 82 | 11 | 93 | 456 |
| 03:00 PM | 103 | 102 | 205 | 77 | 105 | 182 | 93 | 12 | 105 | 492 |
| 03:15 PM | 141 | 121 | 262 | 85 | 108 | 193 | 64 | 7 | 71 | 526 |
| 03:30 PM | 131 | 89 | 220 | 82 | 92 | 174 | 90 | 17 | 107 | 501 |
| Total Volume | 478 | 391 | 869 | 313 | 417 | 730 | 329 | 47 | 376 | 1975 |
| % App. Total | 55 | 45 | | 42.9 | 57.1 | | 87.5 | 12.5 | | |
| PHF | .848 | .808 | .829 | .921 | .931 | .946 | .884 | .691 | .879 | .939 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NMD
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Page No : 2



Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 02:45 PM | | | 02:45 PM | | |
|--------------|------------|------------|------------|-----------|------------|------------|-----------|-----------|------------|
| +0 mins. | 103 | 102 | 205 | 69 | 112 | 181 | 82 | 11 | 93 |
| +15 mins. | 141 | 121 | 262 | 77 | 105 | 182 | 93 | 12 | 105 |
| +30 mins. | 131 | 89 | 220 | 85 | 108 | 193 | 64 | 7 | 71 |
| +45 mins. | 108 | 88 | 196 | 82 | 92 | 174 | 90 | 17 | 107 |
| Total Volume | 483 | 400 | 883 | 313 | 417 | 730 | 329 | 47 | 376 |
| % App. Total | 54.7 | 45.3 | | 42.9 | 57.1 | | 87.5 | 12.5 | |
| PHF | .856 | .826 | .843 | .921 | .931 | .946 | .884 | .691 | .879 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

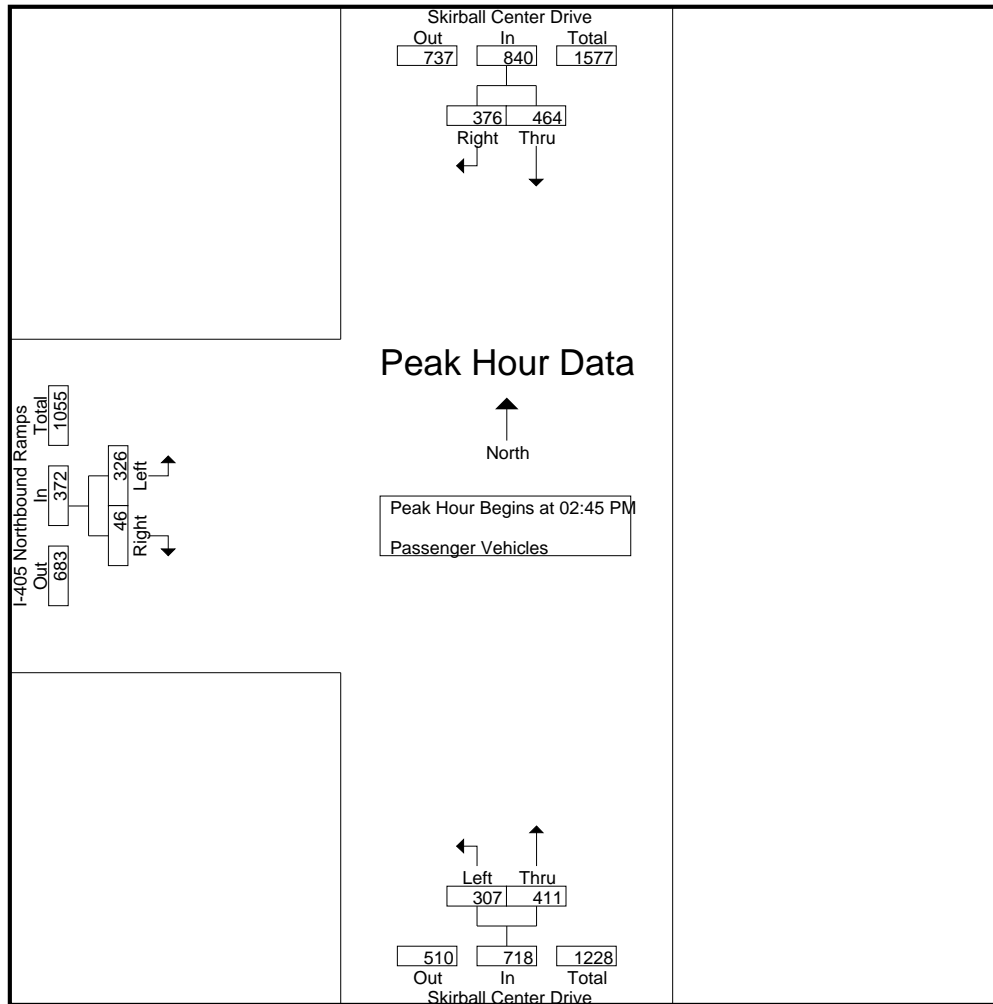
Groups Printed- Passenger Vehicles

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|-------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 02:00 PM | 69 | 58 | 127 | 38 | 54 | 92 | 64 | 15 | 79 | 298 |
| 02:15 PM | 80 | 70 | 150 | 31 | 60 | 91 | 68 | 7 | 75 | 316 |
| 02:30 PM | 112 | 85 | 197 | 51 | 72 | 123 | 87 | 11 | 98 | 418 |
| 02:45 PM | 99 | 76 | 175 | 68 | 109 | 177 | 81 | 11 | 92 | 444 |
| Total | 360 | 289 | 649 | 188 | 295 | 483 | 300 | 44 | 344 | 1476 |
| 03:00 PM | 102 | 97 | 199 | 75 | 105 | 180 | 91 | 12 | 103 | 482 |
| 03:15 PM | 137 | 119 | 256 | 83 | 105 | 188 | 64 | 7 | 71 | 515 |
| 03:30 PM | 126 | 84 | 210 | 81 | 92 | 173 | 90 | 16 | 106 | 489 |
| 03:45 PM | 103 | 84 | 187 | 70 | 61 | 131 | 66 | 18 | 84 | 402 |
| Total | 468 | 384 | 852 | 309 | 363 | 672 | 311 | 53 | 364 | 1888 |
| Grand Total | 828 | 673 | 1501 | 497 | 658 | 1155 | 611 | 97 | 708 | 3364 |
| Apprch % | 55.2 | 44.8 | | 43 | 57 | | 86.3 | 13.7 | | |
| Total % | 24.6 | 20 | 44.6 | 14.8 | 19.6 | 34.3 | 18.2 | 2.9 | 21 | |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|------------|------------|-------------------------------------|------------|------------|-------------------------------------|-----------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | |
| 02:45 PM | 99 | 76 | 175 | 68 | 109 | 177 | 81 | 11 | 92 | 444 |
| 03:00 PM | 102 | 97 | 199 | 75 | 105 | 180 | 91 | 12 | 103 | 482 |
| 03:15 PM | 137 | 119 | 256 | 83 | 105 | 188 | 64 | 7 | 71 | 515 |
| 03:30 PM | 126 | 84 | 210 | 81 | 92 | 173 | 90 | 16 | 106 | 489 |
| Total Volume | 464 | 376 | 840 | 307 | 411 | 718 | 326 | 46 | 372 | 1930 |
| % App. Total | 55.2 | 44.8 | | 42.8 | 57.2 | | 87.6 | 12.4 | | |
| PHF | .847 | .790 | .820 | .925 | .943 | .955 | .896 | .719 | .877 | .937 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NMD
Site Code : 16616030
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Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | 02:45 PM | | | 02:45 PM | | |
|--------------|------------|------------|------------|-----------|------------|------------|-----------|-----------|------------|
| +0 mins. | 99 | 76 | 175 | 68 | 109 | 177 | 81 | 11 | 92 |
| +15 mins. | 102 | 97 | 199 | 75 | 105 | 180 | 91 | 12 | 103 |
| +30 mins. | 137 | 119 | 256 | 83 | 105 | 188 | 64 | 7 | 71 |
| +45 mins. | 126 | 84 | 210 | 81 | 92 | 173 | 90 | 16 | 106 |
| Total Volume | 464 | 376 | 840 | 307 | 411 | 718 | 326 | 46 | 372 |
| % App. Total | 55.2 | 44.8 | | 42.8 | 57.2 | | 87.6 | 12.4 | |
| PHF | .847 | .790 | .820 | .925 | .943 | .955 | .896 | .719 | .877 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

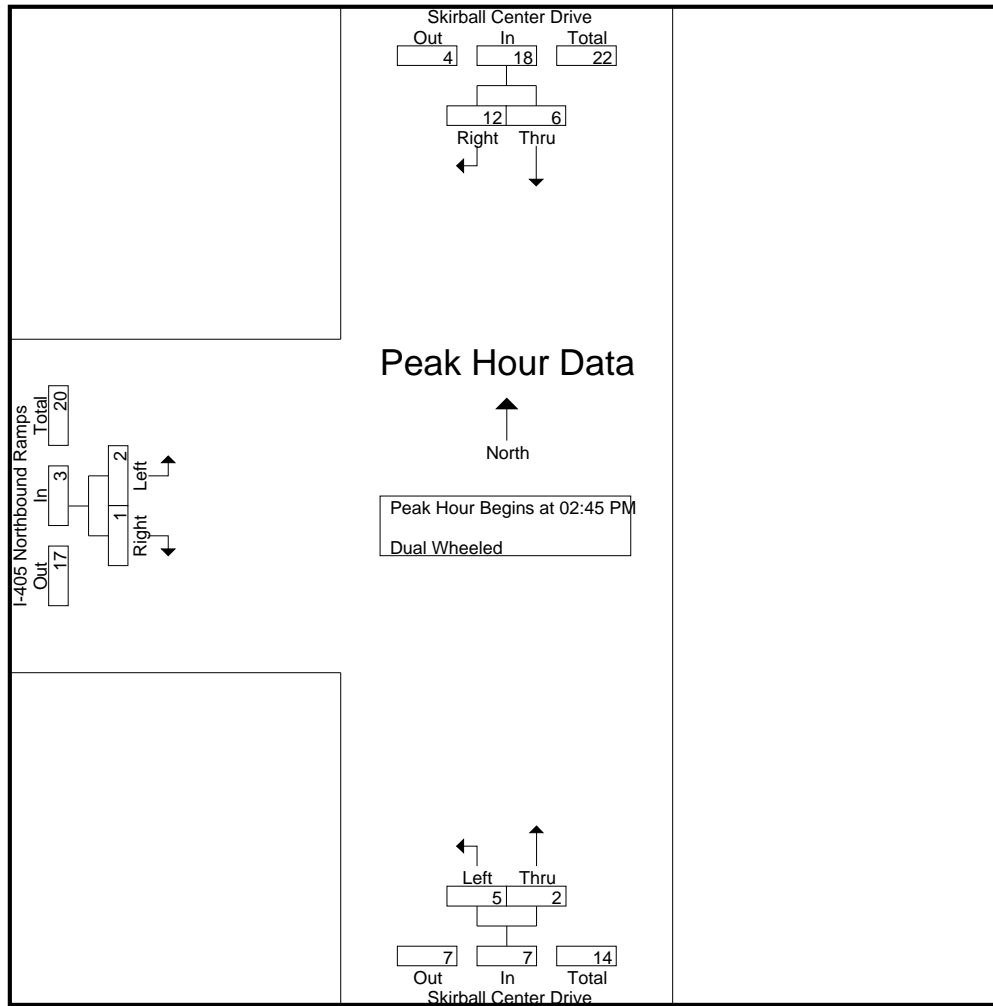
Groups Printed- Dual Wheeled

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|-------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 02:00 PM | 0 | 5 | 5 | 2 | 1 | 3 | 2 | 0 | 2 | 10 |
| 02:15 PM | 3 | 1 | 4 | 0 | 1 | 1 | 1 | 0 | 1 | 6 |
| 02:30 PM | 1 | 2 | 3 | 0 | 4 | 4 | 1 | 0 | 1 | 8 |
| 02:45 PM | 3 | 3 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| Total | 7 | 11 | 18 | 2 | 7 | 9 | 4 | 0 | 4 | 31 |
| 03:00 PM | 1 | 2 | 3 | 2 | 0 | 2 | 2 | 0 | 2 | 7 |
| 03:15 PM | 0 | 2 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 5 |
| 03:30 PM | 2 | 5 | 7 | 1 | 0 | 1 | 0 | 1 | 1 | 9 |
| 03:45 PM | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 5 |
| Total | 4 | 11 | 15 | 5 | 1 | 6 | 3 | 2 | 5 | 26 |
| Grand Total | 11 | 22 | 33 | 7 | 8 | 15 | 7 | 2 | 9 | 57 |
| Apprch % | 33.3 | 66.7 | | 46.7 | 53.3 | | 77.8 | 22.2 | | |
| Total % | 19.3 | 38.6 | 57.9 | 12.3 | 14 | 26.3 | 12.3 | 3.5 | 15.8 | |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | |
| 02:45 PM | 3 | 3 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| 03:00 PM | 1 | 2 | 3 | 2 | 0 | 2 | 2 | 0 | 2 | 7 |
| 03:15 PM | 0 | 2 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 5 |
| 03:30 PM | 2 | 5 | 7 | 1 | 0 | 1 | 0 | 1 | 1 | 9 |
| Total Volume | 6 | 12 | 18 | 5 | 2 | 7 | 2 | 1 | 3 | 28 |
| % App. Total | 33.3 | 66.7 | | 71.4 | 28.6 | | 66.7 | 33.3 | | |
| PHF | .500 | .600 | .643 | .625 | .500 | .583 | .250 | .250 | .375 | .778 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | 02:45 PM | | | 02:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 3 | 3 | 6 | 0 | 1 | 1 | 0 | 0 | 0 |
| +15 mins. | 1 | 2 | 3 | 2 | 0 | 2 | 2 | 0 | 2 |
| +30 mins. | 0 | 2 | 2 | 2 | 1 | 3 | 0 | 0 | 0 |
| +45 mins. | 2 | 5 | 7 | 1 | 0 | 1 | 0 | 1 | 1 |
| Total Volume | 6 | 12 | 18 | 5 | 2 | 7 | 2 | 1 | 3 |
| % App. Total | 33.3 | 66.7 | | 71.4 | 28.6 | | 66.7 | 33.3 | |
| PHF | .500 | .600 | .643 | .625 | .500 | .583 | .250 | .250 | .375 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

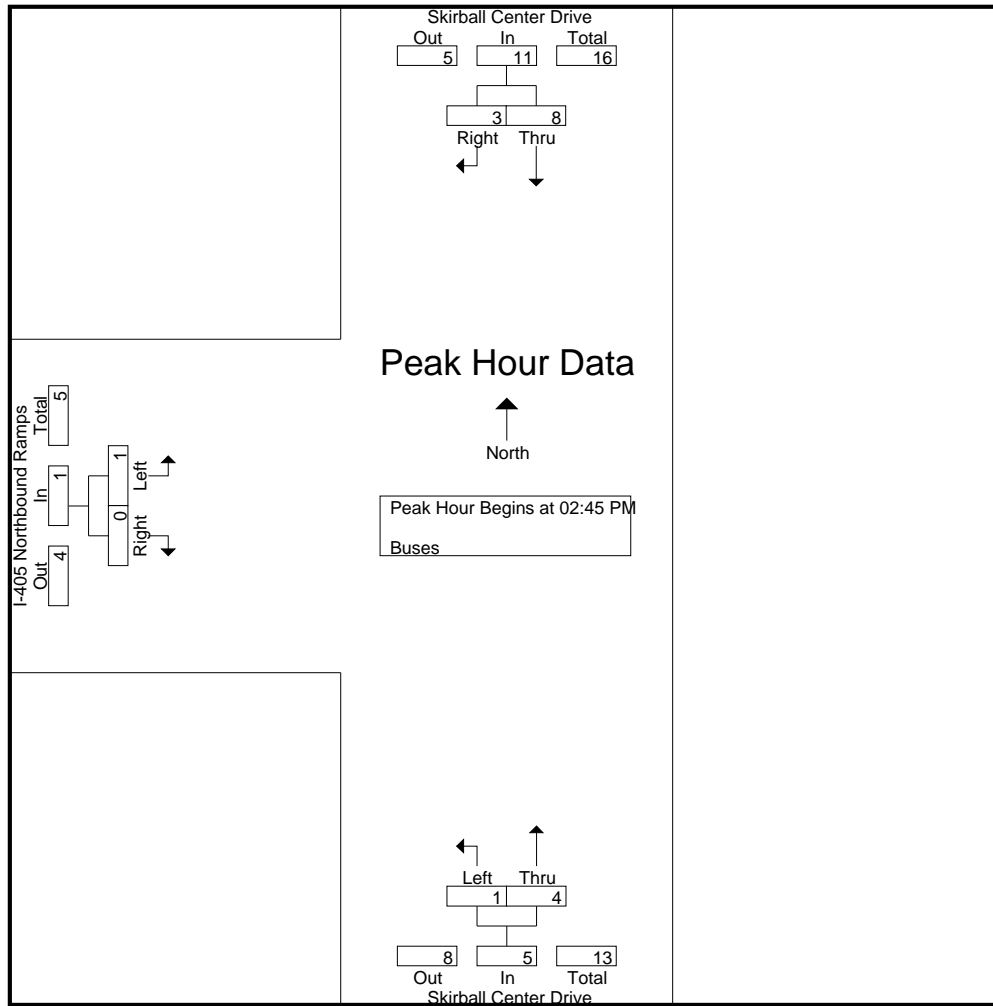
Groups Printed- Buses

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|-------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 3 |
| 02:15 PM | 0 | 1 | 1 | 0 | 4 | 4 | 1 | 1 | 2 | 7 |
| 02:30 PM | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 |
| 02:45 PM | 1 | 0 | 1 | 1 | 2 | 3 | 1 | 0 | 1 | 5 |
| Total | 1 | 1 | 2 | 1 | 11 | 12 | 3 | 1 | 4 | 18 |
| 03:00 PM | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:15 PM | 4 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 6 |
| 03:30 PM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 PM | 4 | 2 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 8 |
| Total | 11 | 5 | 16 | 0 | 4 | 4 | 0 | 0 | 0 | 20 |
| Grand Total | 12 | 6 | 18 | 1 | 15 | 16 | 3 | 1 | 4 | 38 |
| Apprch % | 66.7 | 33.3 | | 6.2 | 93.8 | | 75 | 25 | | |
| Total % | 31.6 | 15.8 | 47.4 | 2.6 | 39.5 | 42.1 | 7.9 | 2.6 | 10.5 | |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | |
| 02:45 PM | 1 | 0 | 1 | 1 | 2 | 3 | 1 | 0 | 1 | 5 |
| 03:00 PM | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:15 PM | 4 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 6 |
| 03:30 PM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 8 | 3 | 11 | 1 | 4 | 5 | 1 | 0 | 1 | 17 |
| % App. Total | 72.7 | 27.3 | | 20 | 80 | | 100 | 0 | | |
| PHF | .500 | .250 | .688 | .250 | .500 | .417 | .250 | .000 | .250 | .708 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | 02:45 PM | | | 02:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 1 | 2 | 3 | 1 | 0 | 1 |
| +15 mins. | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 4 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 |
| +45 mins. | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 8 | 3 | 11 | 1 | 4 | 5 | 1 | 0 | 1 |
| % App. Total | 72.7 | 27.3 | | 20 | 80 | | 100 | 0 | |
| PHF | .500 | .250 | .688 | .250 | .500 | .417 | .250 | .000 | .250 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

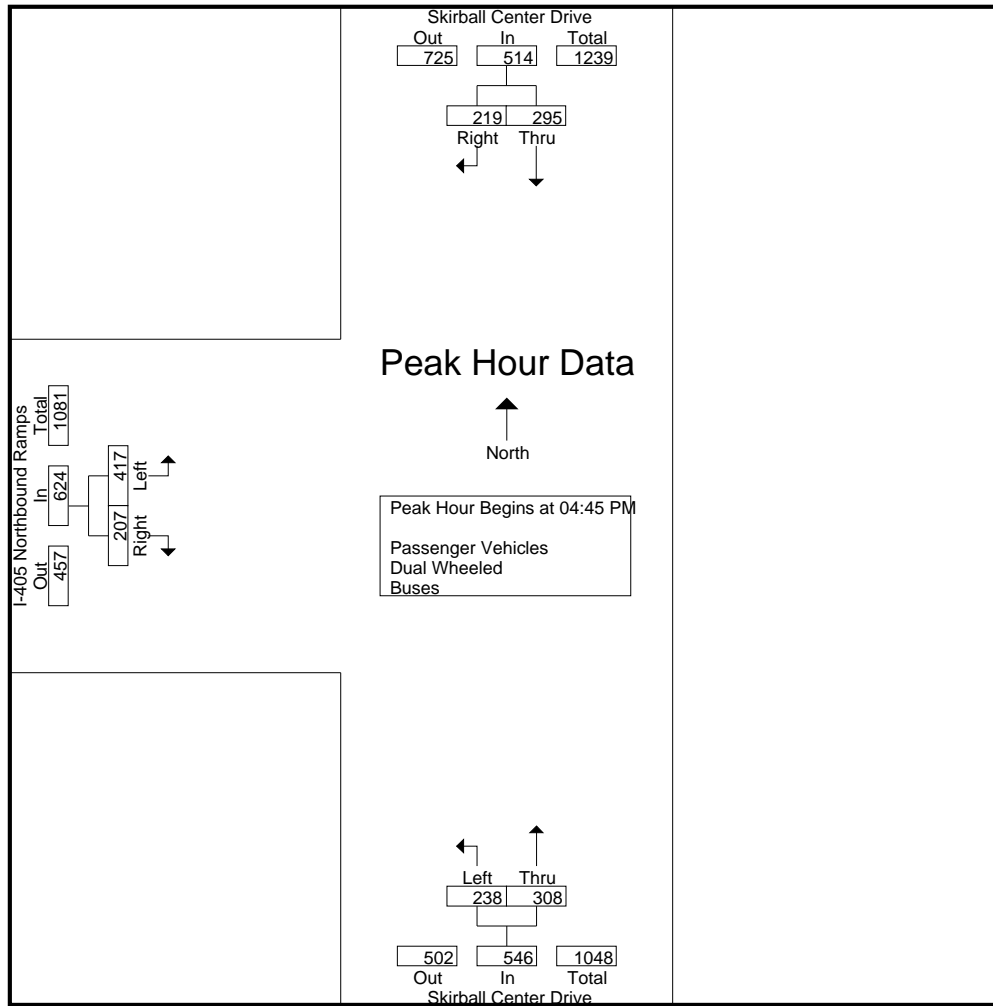
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|----------------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 84 | 102 | 186 | 80 | 70 | 150 | 74 | 22 | 96 | 432 |
| 04:15 PM | 77 | 74 | 151 | 63 | 86 | 149 | 68 | 23 | 91 | 391 |
| 04:30 PM | 76 | 57 | 133 | 70 | 74 | 144 | 103 | 27 | 130 | 407 |
| 04:45 PM | 76 | 44 | 120 | 73 | 88 | 161 | 105 | 39 | 144 | 425 |
| Total | 313 | 277 | 590 | 286 | 318 | 604 | 350 | 111 | 461 | 1655 |
| 05:00 PM | 85 | 68 | 153 | 51 | 86 | 137 | 112 | 39 | 151 | 441 |
| 05:15 PM | 69 | 55 | 124 | 54 | 58 | 112 | 100 | 66 | 166 | 402 |
| 05:30 PM | 65 | 52 | 117 | 60 | 76 | 136 | 100 | 63 | 163 | 416 |
| 05:45 PM | 58 | 52 | 110 | 93 | 68 | 161 | 94 | 49 | 143 | 414 |
| Total | 277 | 227 | 504 | 258 | 288 | 546 | 406 | 217 | 623 | 1673 |
| Grand Total | 590 | 504 | 1094 | 544 | 606 | 1150 | 756 | 328 | 1084 | 3328 |
| Apprch % | 53.9 | 46.1 | | 47.3 | 52.7 | | 69.7 | 30.3 | | |
| Total % | 17.7 | 15.1 | 32.9 | 16.3 | 18.2 | 34.6 | 22.7 | 9.9 | 32.6 | |
| Passenger Vehicles | 582 | 482 | 1064 | 540 | 591 | 1131 | 749 | 322 | 1071 | 3266 |
| % Passenger Vehicles | 98.6 | 95.6 | 97.3 | 99.3 | 97.5 | 98.3 | 99.1 | 98.2 | 98.8 | 98.1 |
| Dual Wheeled | 6 | 15 | 21 | 4 | 5 | 9 | 3 | 4 | 7 | 37 |
| % Dual Wheeled | 1 | 3 | 1.9 | 0.7 | 0.8 | 0.8 | 0.4 | 1.2 | 0.6 | 1.1 |
| Buses | 2 | 7 | 9 | 0 | 10 | 10 | 4 | 2 | 6 | 25 |
| % Buses | 0.3 | 1.4 | 0.8 | 0 | 1.7 | 0.9 | 0.5 | 0.6 | 0.6 | 0.8 |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|-----------|------------|-------------------------------------|-----------|------------|-------------------------------------|-----------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 76 | 44 | 120 | 73 | 88 | 161 | 105 | 39 | 144 | 425 |
| 05:00 PM | 85 | 68 | 153 | 51 | 86 | 137 | 112 | 39 | 151 | 441 |
| 05:15 PM | 69 | 55 | 124 | 54 | 58 | 112 | 100 | 66 | 166 | 402 |
| 05:30 PM | 65 | 52 | 117 | 60 | 76 | 136 | 100 | 63 | 163 | 416 |
| Total Volume | 295 | 219 | 514 | 238 | 308 | 546 | 417 | 207 | 624 | 1684 |
| % App. Total | 57.4 | 42.6 | | 43.6 | 56.4 | | 66.8 | 33.2 | | |
| PHF | .868 | .805 | .840 | .815 | .875 | .848 | .931 | .784 | .940 | .955 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NPM
Site Code : 16616030
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | 04:00 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 84 | 102 | 186 | 80 | 70 | 150 | 105 | 39 | 144 |
| +15 mins. | 77 | 74 | 151 | 63 | 86 | 149 | 112 | 39 | 151 |
| +30 mins. | 76 | 57 | 133 | 70 | 74 | 144 | 100 | 66 | 166 |
| +45 mins. | 76 | 44 | 120 | 73 | 88 | 161 | 100 | 63 | 163 |
| Total Volume | 313 | 277 | 590 | 286 | 318 | 604 | 417 | 207 | 624 |
| % App. Total | 53.1 | 46.9 | | 47.4 | 52.6 | | 66.8 | 33.2 | |
| PHF | .932 | .679 | .793 | .894 | .903 | .938 | .931 | .784 | .940 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

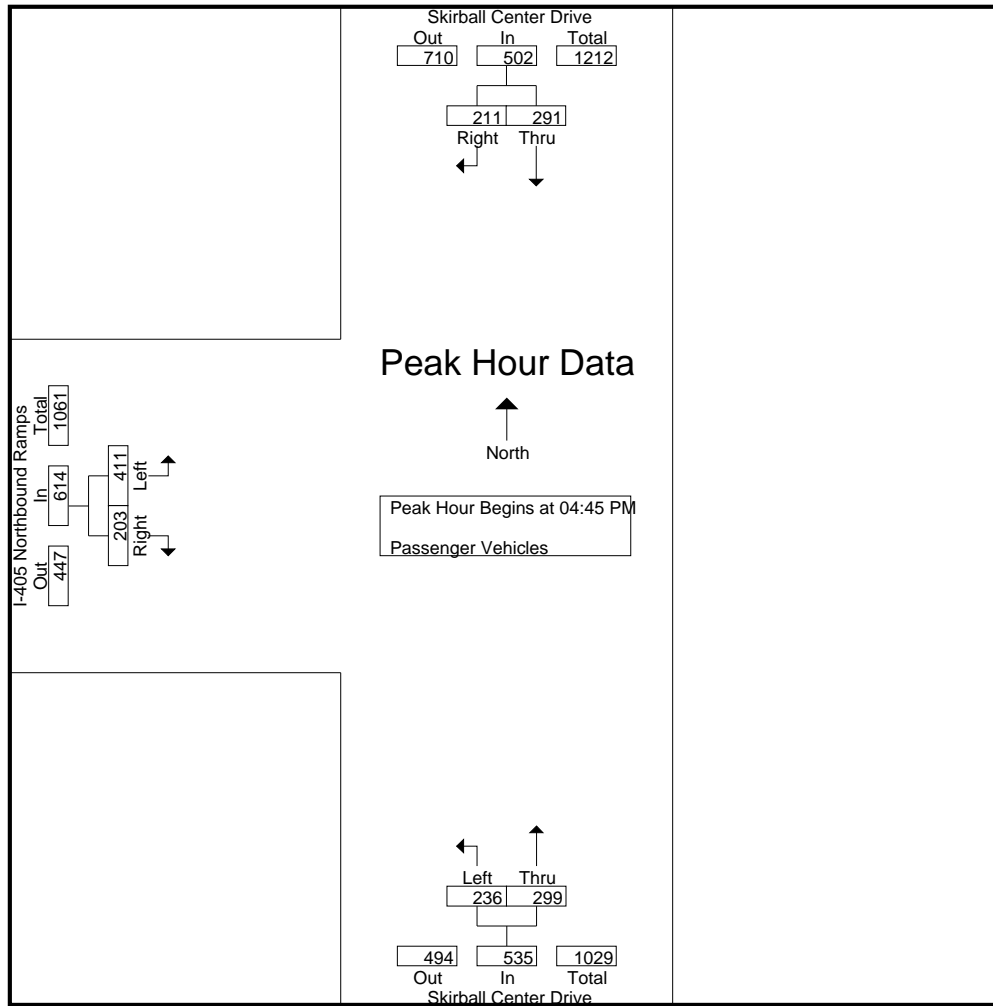
Groups Printed- Passenger Vehicles

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|-------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 83 | 94 | 177 | 79 | 68 | 147 | 74 | 21 | 95 | 419 |
| 04:15 PM | 75 | 70 | 145 | 63 | 84 | 147 | 68 | 23 | 91 | 383 |
| 04:30 PM | 75 | 56 | 131 | 70 | 73 | 143 | 102 | 27 | 129 | 403 |
| 04:45 PM | 73 | 44 | 117 | 71 | 87 | 158 | 104 | 38 | 142 | 417 |
| Total | 306 | 264 | 570 | 283 | 312 | 595 | 348 | 109 | 457 | 1622 |
| 05:00 PM | 85 | 65 | 150 | 51 | 84 | 135 | 110 | 38 | 148 | 433 |
| 05:15 PM | 68 | 53 | 121 | 54 | 55 | 109 | 100 | 66 | 166 | 396 |
| 05:30 PM | 65 | 49 | 114 | 60 | 73 | 133 | 97 | 61 | 158 | 405 |
| 05:45 PM | 58 | 51 | 109 | 92 | 67 | 159 | 94 | 48 | 142 | 410 |
| Total | 276 | 218 | 494 | 257 | 279 | 536 | 401 | 213 | 614 | 1644 |
| Grand Total | 582 | 482 | 1064 | 540 | 591 | 1131 | 749 | 322 | 1071 | 3266 |
| Apprch % | 54.7 | 45.3 | | 47.7 | 52.3 | | 69.9 | 30.1 | | |
| Total % | 17.8 | 14.8 | 32.6 | 16.5 | 18.1 | 34.6 | 22.9 | 9.9 | 32.8 | |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|-----------|------------|-------------------------------------|-----------|------------|-------------------------------------|-----------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 73 | 44 | 117 | 71 | 87 | 158 | 104 | 38 | 142 | 417 |
| 05:00 PM | 85 | 65 | 150 | 51 | 84 | 135 | 110 | 38 | 148 | 433 |
| 05:15 PM | 68 | 53 | 121 | 54 | 55 | 109 | 100 | 66 | 166 | 396 |
| 05:30 PM | 65 | 49 | 114 | 60 | 73 | 133 | 97 | 61 | 158 | 405 |
| Total Volume | 291 | 211 | 502 | 236 | 299 | 535 | 411 | 203 | 614 | 1651 |
| % App. Total | 58 | 42 | | 44.1 | 55.9 | | 66.9 | 33.1 | | |
| PHF | .856 | .812 | .837 | .831 | .859 | .847 | .934 | .769 | .925 | .953 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NPM
Site Code : 16616030
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Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 73 | 44 | 117 | 71 | 87 | 158 | 104 | 38 | 142 |
| +15 mins. | 85 | 65 | 150 | 51 | 84 | 135 | 110 | 38 | 148 |
| +30 mins. | 68 | 53 | 121 | 54 | 55 | 109 | 100 | 66 | 166 |
| +45 mins. | 65 | 49 | 114 | 60 | 73 | 133 | 97 | 61 | 158 |
| Total Volume | 291 | 211 | 502 | 236 | 299 | 535 | 411 | 203 | 614 |
| % App. Total | 58 | 42 | | 44.1 | 55.9 | | 66.9 | 33.1 | |
| PHF | .856 | .812 | .837 | .831 | .859 | .847 | .934 | .769 | .925 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

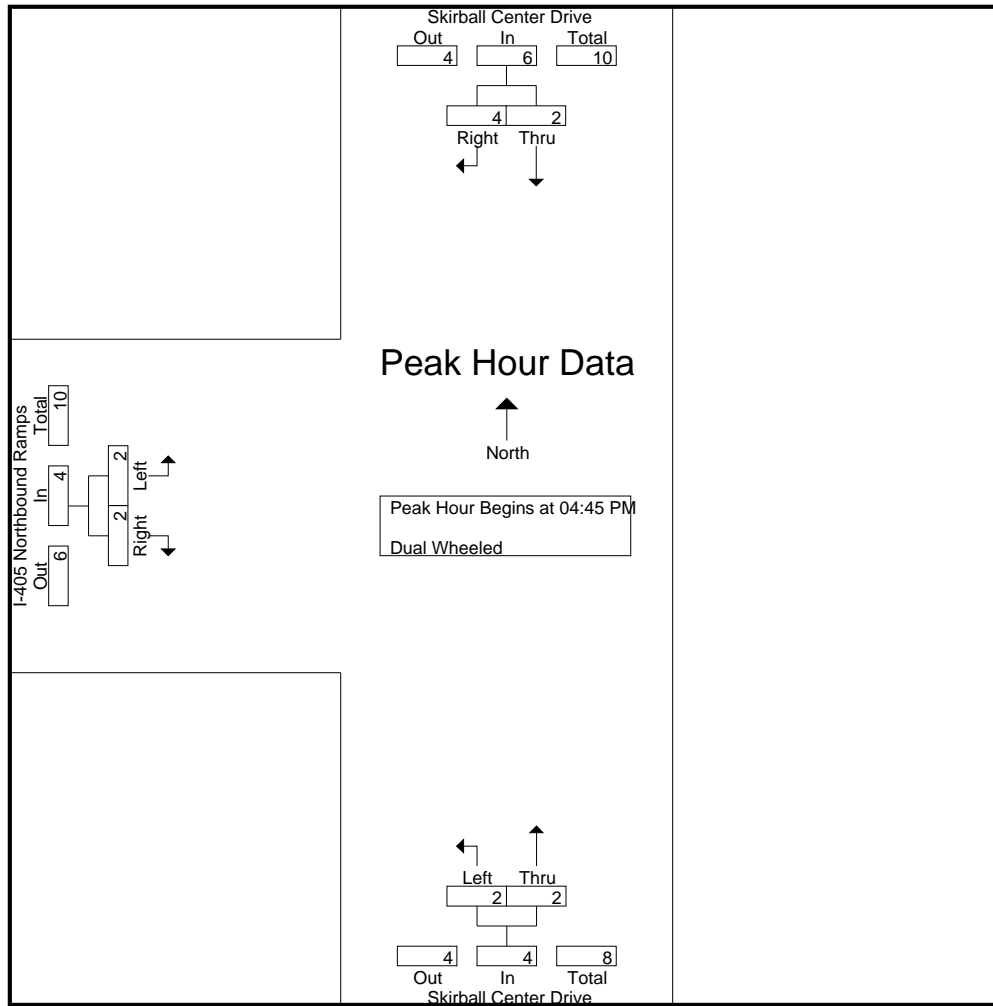
Groups Printed- Dual Wheeled

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|-------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 7 | 8 | 1 | 1 | 2 | 0 | 1 | 1 | 11 |
| 04:15 PM | 2 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 6 |
| 04:30 PM | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 04:45 PM | 2 | 0 | 2 | 2 | 1 | 3 | 0 | 1 | 1 | 6 |
| Total | 6 | 11 | 17 | 3 | 3 | 6 | 1 | 2 | 3 | 26 |
| 05:00 PM | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 05:15 PM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 05:45 PM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 3 |
| Total | 0 | 4 | 4 | 1 | 2 | 3 | 2 | 2 | 4 | 11 |
| Grand Total | 6 | 15 | 21 | 4 | 5 | 9 | 3 | 4 | 7 | 37 |
| Apprch % | 28.6 | 71.4 | | 44.4 | 55.6 | | 42.9 | 57.1 | | |
| Total % | 16.2 | 40.5 | 56.8 | 10.8 | 13.5 | 24.3 | 8.1 | 10.8 | 18.9 | |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 2 | 0 | 2 | 2 | 1 | 3 | 0 | 1 | 1 | 6 |
| 05:00 PM | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 05:15 PM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| Total Volume | 2 | 4 | 6 | 2 | 2 | 4 | 2 | 2 | 4 | 14 |
| % App. Total | 33.3 | 66.7 | | 50 | 50 | | 50 | 50 | | |
| PHF | .250 | .500 | .750 | .250 | .500 | .333 | .500 | .500 | .500 | .583 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NPM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 2 | 0 | 2 | 2 | 1 | 3 | 0 | 1 | 1 |
| +15 mins. | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| Total Volume | 2 | 4 | 6 | 2 | 2 | 4 | 2 | 2 | 4 |
| % App. Total | 33.3 | 66.7 | | 50 | 50 | | 50 | 50 | |
| PHF | .250 | .500 | .750 | .250 | .500 | .333 | .500 | .500 | .500 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

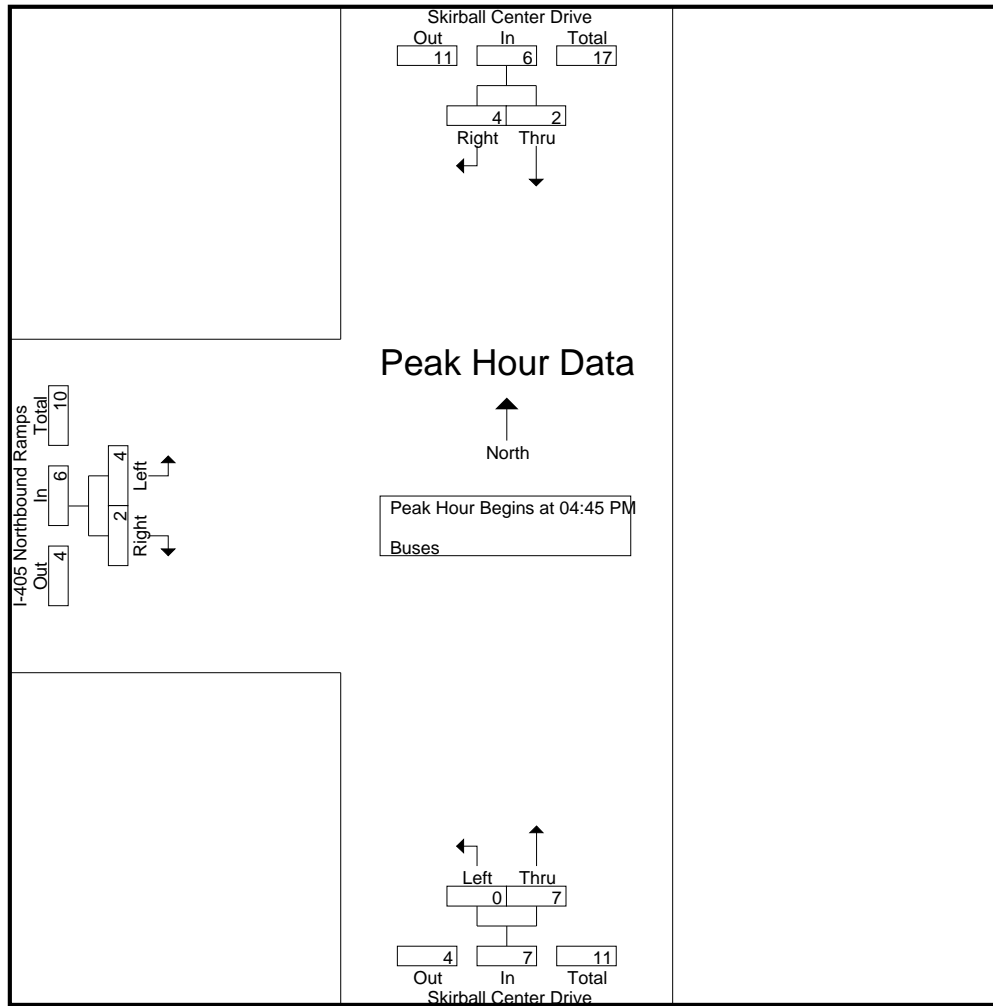
Groups Printed- Buses

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|-------------|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 1 | 2 | 3 | 0 | 3 | 3 | 1 | 0 | 1 | 7 |
| 05:00 PM | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 2 | 5 |
| 05:15 PM | 1 | 1 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 2 | 2 | 0 | 3 | 3 | 2 | 1 | 3 | 8 |
| 05:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 5 | 6 | 0 | 7 | 7 | 3 | 2 | 5 | 18 |
| Grand Total | 2 | 7 | 9 | 0 | 10 | 10 | 4 | 2 | 6 | 25 |
| Apprch % | 22.2 | 77.8 | | 0 | 100 | | 66.7 | 33.3 | | |
| Total % | 8 | 28 | 36 | 0 | 40 | 40 | 16 | 8 | 24 | |

| | Skirball Center Drive Southbound | | | Skirball Center Drive Northbound | | | I-405 Northbound Ramps Eastbound | | | |
|--|-------------------------------------|-------|------------|-------------------------------------|------|------------|-------------------------------------|-------|------------|------------|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 05:00 PM | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 2 | 5 |
| 05:15 PM | 1 | 1 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 2 | 2 | 0 | 3 | 3 | 2 | 1 | 3 | 8 |
| Total Volume | 2 | 4 | 6 | 0 | 7 | 7 | 4 | 2 | 6 | 19 |
| % App. Total | 33.3 | 66.7 | | 0 | 100 | | 66.7 | 33.3 | | |
| PHF | .500 | .500 | .750 | .000 | .583 | .583 | .500 | .500 | .500 | .594 |

City of Los Angeles
N/S: Skirball Center Drive
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : LACSK405NPM
Site Code : 16616030
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 2 |
| +30 mins. | 1 | 1 | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 2 | 0 | 3 | 3 | 2 | 1 | 3 |
| Total Volume | 2 | 4 | 6 | 0 | 7 | 7 | 4 | 2 | 6 |
| % App. Total | 33.3 | 66.7 | | 0 | 100 | | 66.7 | 33.3 | |
| PHF | .500 | .500 | .750 | .000 | .583 | .583 | .500 | .500 | .500 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

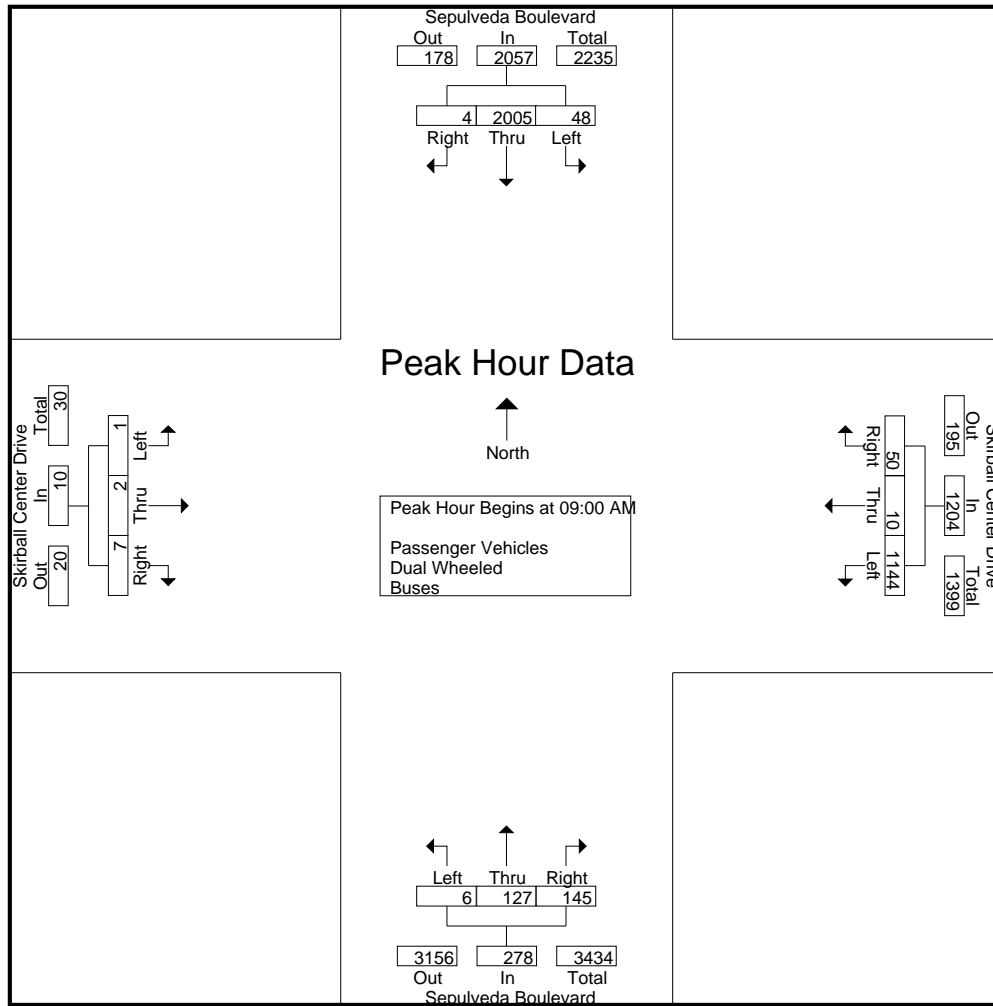
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|----------------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 9 | 522 | 1 | 532 | 214 | 0 | 1 | 215 | 0 | 13 | 52 | 65 | 0 | 0 | 0 | 0 | 812 |
| 07:15 AM | 6 | 413 | 1 | 420 | 252 | 1 | 11 | 264 | 0 | 17 | 50 | 67 | 0 | 2 | 2 | 4 | 755 |
| 07:30 AM | 14 | 505 | 0 | 519 | 164 | 1 | 8 | 173 | 2 | 19 | 47 | 68 | 0 | 0 | 3 | 3 | 763 |
| 07:45 AM | 13 | 493 | 0 | 506 | 167 | 0 | 11 | 178 | 0 | 22 | 75 | 97 | 0 | 0 | 0 | 0 | 781 |
| Total | 42 | 1933 | 2 | 1977 | 797 | 2 | 31 | 830 | 2 | 71 | 224 | 297 | 0 | 2 | 5 | 7 | 3111 |
| 08:00 AM | 18 | 500 | 0 | 518 | 214 | 0 | 11 | 225 | 1 | 29 | 54 | 84 | 0 | 0 | 1 | 1 | 828 |
| 08:15 AM | 23 | 482 | 2 | 507 | 218 | 2 | 3 | 223 | 6 | 30 | 28 | 64 | 0 | 0 | 0 | 0 | 794 |
| 08:30 AM | 10 | 555 | 0 | 565 | 173 | 5 | 6 | 184 | 6 | 22 | 40 | 68 | 0 | 0 | 1 | 1 | 818 |
| 08:45 AM | 7 | 460 | 1 | 468 | 294 | 10 | 13 | 317 | 4 | 20 | 31 | 55 | 0 | 0 | 3 | 3 | 843 |
| Total | 58 | 1997 | 3 | 2058 | 899 | 17 | 33 | 949 | 17 | 101 | 153 | 271 | 0 | 0 | 5 | 5 | 3283 |
| 09:00 AM | 13 | 512 | 2 | 527 | 264 | 5 | 10 | 279 | 6 | 37 | 36 | 79 | 0 | 0 | 2 | 2 | 887 |
| 09:15 AM | 11 | 471 | 1 | 483 | 341 | 1 | 13 | 355 | 0 | 22 | 37 | 59 | 1 | 2 | 1 | 4 | 901 |
| 09:30 AM | 15 | 559 | 0 | 574 | 238 | 2 | 13 | 253 | 0 | 44 | 40 | 84 | 0 | 0 | 2 | 2 | 913 |
| 09:45 AM | 9 | 463 | 1 | 473 | 301 | 2 | 14 | 317 | 0 | 24 | 32 | 56 | 0 | 0 | 2 | 2 | 848 |
| Total | 48 | 2005 | 4 | 2057 | 1144 | 10 | 50 | 1204 | 6 | 127 | 145 | 278 | 1 | 2 | 7 | 10 | 3549 |
| Grand Total | 148 | 5935 | 9 | 6092 | 2840 | 29 | 114 | 2983 | 25 | 299 | 522 | 846 | 1 | 4 | 17 | 22 | 9943 |
| Apprch % | 2.4 | 97.4 | 0.1 | | 95.2 | 1 | 3.8 | | 3 | 35.3 | 61.7 | | 4.5 | 18.2 | 77.3 | | |
| Total % | 1.5 | 59.7 | 0.1 | 61.3 | 28.6 | 0.3 | 1.1 | 30 | 0.3 | 3 | 5.2 | 8.5 | 0 | 0 | 0.2 | 0.2 | |
| Passenger Vehicles | 141 | 5832 | 7 | 5980 | 2804 | 27 | 107 | 2938 | 25 | 285 | 488 | 798 | 0 | 4 | 13 | 17 | 9733 |
| % Passenger Vehicles | 95.3 | 98.3 | 77.8 | 98.2 | 98.7 | 93.1 | 93.9 | 98.5 | 100 | 95.3 | 93.5 | 94.3 | 0 | 100 | 76.5 | 77.3 | 97.9 |
| Dual Wheeled | 7 | 88 | 1 | 96 | 27 | 2 | 5 | 34 | 0 | 6 | 26 | 32 | 0 | 0 | 4 | 4 | 166 |
| % Dual Wheeled | 4.7 | 1.5 | 11.1 | 1.6 | 1 | 6.9 | 4.4 | 1.1 | 0 | 2 | 5 | 3.8 | 0 | 0 | 23.5 | 18.2 | 1.7 |
| Buses | 0 | 15 | 1 | 16 | 9 | 0 | 2 | 11 | 0 | 8 | 8 | 16 | 1 | 0 | 0 | 1 | 44 |
| % Buses | 0 | 0.3 | 11.1 | 0.3 | 0.3 | 0 | 1.8 | 0.4 | 0 | 2.7 | 1.5 | 1.9 | 100 | 0 | 0 | 4.5 | 0.4 |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------------|----------|------------|------------------------------------|----------|-----------|------------|-----------------------------------|-----------|-----------|------------|------------------------------------|----------|----------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:00 AM | | | | | | | | | | | | | | | | | |
| 09:00 AM | 13 | 512 | 2 | 527 | 264 | 5 | 10 | 279 | 6 | 37 | 36 | 79 | 0 | 0 | 2 | 2 | 887 |
| 09:15 AM | 11 | 471 | 1 | 483 | 341 | 1 | 13 | 355 | 0 | 22 | 37 | 59 | 1 | 2 | 1 | 4 | 901 |
| 09:30 AM | 15 | 559 | 0 | 574 | 238 | 2 | 13 | 253 | 0 | 44 | 40 | 84 | 0 | 0 | 2 | 2 | 913 |
| 09:45 AM | 9 | 463 | 1 | 473 | 301 | 2 | 14 | 317 | 0 | 24 | 32 | 56 | 0 | 0 | 2 | 2 | 848 |
| Total Volume | 48 | 2005 | 4 | 2057 | 1144 | 10 | 50 | 1204 | 6 | 127 | 145 | 278 | 1 | 2 | 7 | 10 | 3549 |
| % App. Total | 2.3 | 97.5 | 0.2 | | 95 | 0.8 | 4.2 | | 2.2 | 45.7 | 52.2 | | 10 | 20 | 70 | | |
| PHF | .800 | .897 | .500 | .896 | .839 | .500 | .893 | .848 | .250 | .722 | .906 | .827 | .250 | .250 | .875 | .625 | .972 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKAM
Site Code : 16616030
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 08:45 AM | | | | 07:15 AM | | | | 08:45 AM | | | |
|--------------|-----------|------------|----------|------------|------------|-----------|-----------|------------|----------|-----------|-----------|-----------|----------|----------|----------|----------|
| +0 mins. | 13 | 493 | 0 | 506 | 294 | 10 | 13 | 317 | 0 | 17 | 50 | 67 | 0 | 0 | 3 | 3 |
| +15 mins. | 18 | 500 | 0 | 518 | 264 | 5 | 10 | 279 | 2 | 19 | 47 | 68 | 0 | 0 | 2 | 2 |
| +30 mins. | 23 | 482 | 2 | 507 | 341 | 1 | 13 | 355 | 0 | 22 | 75 | 97 | 1 | 2 | 1 | 4 |
| +45 mins. | 10 | 555 | 0 | 565 | 238 | 2 | 13 | 253 | 1 | 29 | 54 | 84 | 0 | 0 | 2 | 2 |
| Total Volume | 64 | 2030 | 2 | 2096 | 1137 | 18 | 49 | 1204 | 3 | 87 | 226 | 316 | 1 | 2 | 8 | 11 |
| % App. Total | 3.1 | 96.9 | 0.1 | | 94.4 | 1.5 | 4.1 | | 0.9 | 27.5 | 71.5 | | 9.1 | 18.2 | 72.7 | |
| PHF | .696 | .914 | .250 | .927 | .834 | .450 | .942 | .848 | .375 | .750 | .753 | .814 | .250 | .250 | .667 | .688 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

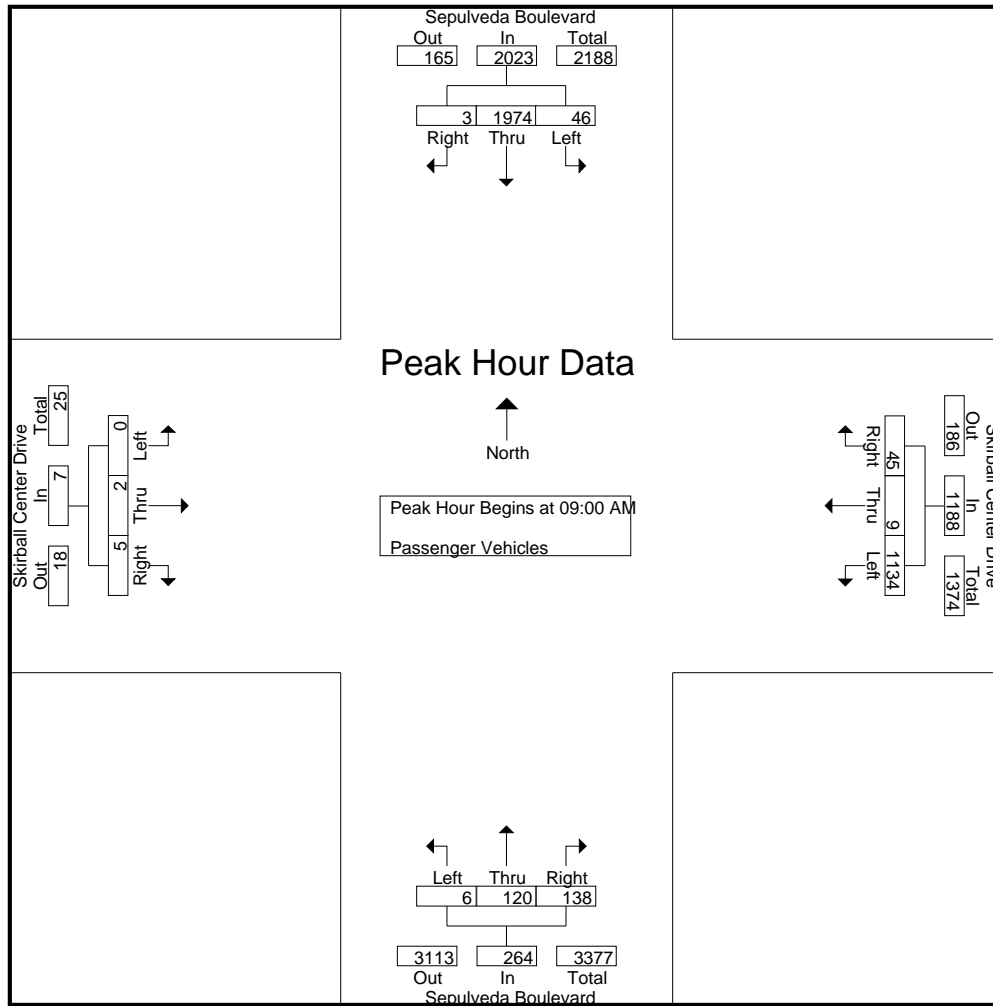
Groups Printed- Passenger Vehicles

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|-------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 9 | 511 | 0 | 520 | 212 | 0 | 1 | 213 | 0 | 11 | 45 | 56 | 0 | 0 | 0 | 0 | 789 |
| 07:15 AM | 6 | 406 | 1 | 413 | 250 | 0 | 11 | 261 | 0 | 17 | 44 | 61 | 0 | 2 | 2 | 4 | 739 |
| 07:30 AM | 14 | 494 | 0 | 508 | 163 | 1 | 8 | 172 | 2 | 18 | 46 | 66 | 0 | 0 | 2 | 2 | 748 |
| 07:45 AM | 12 | 485 | 0 | 497 | 163 | 0 | 11 | 174 | 0 | 21 | 71 | 92 | 0 | 0 | 0 | 0 | 763 |
| Total | 41 | 1896 | 1 | 1938 | 788 | 1 | 31 | 820 | 2 | 67 | 206 | 275 | 0 | 2 | 4 | 6 | 3039 |
| 08:00 AM | 15 | 491 | 0 | 506 | 213 | 0 | 11 | 224 | 1 | 29 | 50 | 80 | 0 | 0 | 0 | 0 | 810 |
| 08:15 AM | 22 | 474 | 2 | 498 | 212 | 2 | 3 | 217 | 6 | 29 | 26 | 61 | 0 | 0 | 0 | 0 | 776 |
| 08:30 AM | 10 | 546 | 0 | 556 | 170 | 5 | 6 | 181 | 6 | 21 | 39 | 66 | 0 | 0 | 1 | 1 | 804 |
| 08:45 AM | 7 | 451 | 1 | 459 | 287 | 10 | 11 | 308 | 4 | 19 | 29 | 52 | 0 | 0 | 3 | 3 | 822 |
| Total | 54 | 1962 | 3 | 2019 | 882 | 17 | 31 | 930 | 17 | 98 | 144 | 259 | 0 | 0 | 4 | 4 | 3212 |
| 09:00 AM | 13 | 503 | 2 | 518 | 260 | 5 | 8 | 273 | 6 | 35 | 35 | 76 | 0 | 0 | 1 | 1 | 868 |
| 09:15 AM | 10 | 460 | 0 | 470 | 339 | 1 | 12 | 352 | 0 | 20 | 36 | 56 | 0 | 2 | 1 | 3 | 881 |
| 09:30 AM | 15 | 554 | 0 | 569 | 236 | 1 | 12 | 249 | 0 | 41 | 38 | 79 | 0 | 0 | 1 | 1 | 898 |
| 09:45 AM | 8 | 457 | 1 | 466 | 299 | 2 | 13 | 314 | 0 | 24 | 29 | 53 | 0 | 0 | 2 | 2 | 835 |
| Total | 46 | 1974 | 3 | 2023 | 1134 | 9 | 45 | 1188 | 6 | 120 | 138 | 264 | 0 | 2 | 5 | 7 | 3482 |
| Grand Total | 141 | 5832 | 7 | 5980 | 2804 | 27 | 107 | 2938 | 25 | 285 | 488 | 798 | 0 | 4 | 13 | 17 | 9733 |
| Apprch % | 2.4 | 97.5 | 0.1 | | 95.4 | 0.9 | 3.6 | | 3.1 | 35.7 | 61.2 | | 0 | 23.5 | 76.5 | | |
| Total % | 1.4 | 59.9 | 0.1 | 61.4 | 28.8 | 0.3 | 1.1 | 30.2 | 0.3 | 2.9 | 5 | 8.2 | 0 | 0 | 0.1 | 0.2 | |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------------|----------|------------|------------------------------------|----------|-----------|------------|-----------------------------------|-----------|-----------|------------|------------------------------------|----------|----------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:00 AM | | | | | | | | | | | | | | | | | |
| 09:00 AM | 13 | 503 | 2 | 518 | 260 | 5 | 8 | 273 | 6 | 35 | 35 | 76 | 0 | 0 | 1 | 1 | 868 |
| 09:15 AM | 10 | 460 | 0 | 470 | 339 | 1 | 12 | 352 | 0 | 20 | 36 | 56 | 0 | 2 | 1 | 3 | 881 |
| 09:30 AM | 15 | 554 | 0 | 569 | 236 | 1 | 12 | 249 | 0 | 41 | 38 | 79 | 0 | 0 | 1 | 1 | 898 |
| 09:45 AM | 8 | 457 | 1 | 466 | 299 | 2 | 13 | 314 | 0 | 24 | 29 | 53 | 0 | 0 | 2 | 2 | 835 |
| Total Volume | 46 | 1974 | 3 | 2023 | 1134 | 9 | 45 | 1188 | 6 | 120 | 138 | 264 | 0 | 2 | 5 | 7 | 3482 |
| % App. Total | 2.3 | 97.6 | 0.1 | | 95.5 | 0.8 | 3.8 | | 2.3 | 45.5 | 52.3 | | 0 | 28.6 | 71.4 | | |
| PHF | .767 | .891 | .375 | .889 | .836 | .450 | .865 | .844 | .250 | .732 | .908 | .835 | .000 | .250 | .625 | .583 | .969 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKAM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 09:00 AM | | | | 09:00 AM | | | | 09:00 AM | | | | 09:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 13 | 503 | 2 | 518 | 260 | 5 | 8 | 273 | 6 | 35 | 35 | 76 | 0 | 0 | 1 | 1 |
| +15 mins. | 10 | 460 | 0 | 470 | 339 | 1 | 12 | 352 | 0 | 20 | 36 | 56 | 0 | 2 | 1 | 3 |
| +30 mins. | 15 | 554 | 0 | 569 | 236 | 1 | 12 | 249 | 0 | 41 | 38 | 79 | 0 | 0 | 1 | 1 |
| +45 mins. | 8 | 457 | 1 | 466 | 299 | 2 | 13 | 314 | 0 | 24 | 29 | 53 | 0 | 0 | 2 | 2 |
| Total Volume | 46 | 1974 | 3 | 2023 | 1134 | 9 | 45 | 1188 | 6 | 120 | 138 | 264 | 0 | 2 | 5 | 7 |
| % App. Total | 2.3 | 97.6 | 0.1 | | 95.5 | 0.8 | 3.8 | | 2.3 | 45.5 | 52.3 | | 0 | 28.6 | 71.4 | |
| PHF | .767 | .891 | .375 | .889 | .836 | .450 | .865 | .844 | .250 | .732 | .908 | .835 | .000 | .250 | .625 | .583 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKAM
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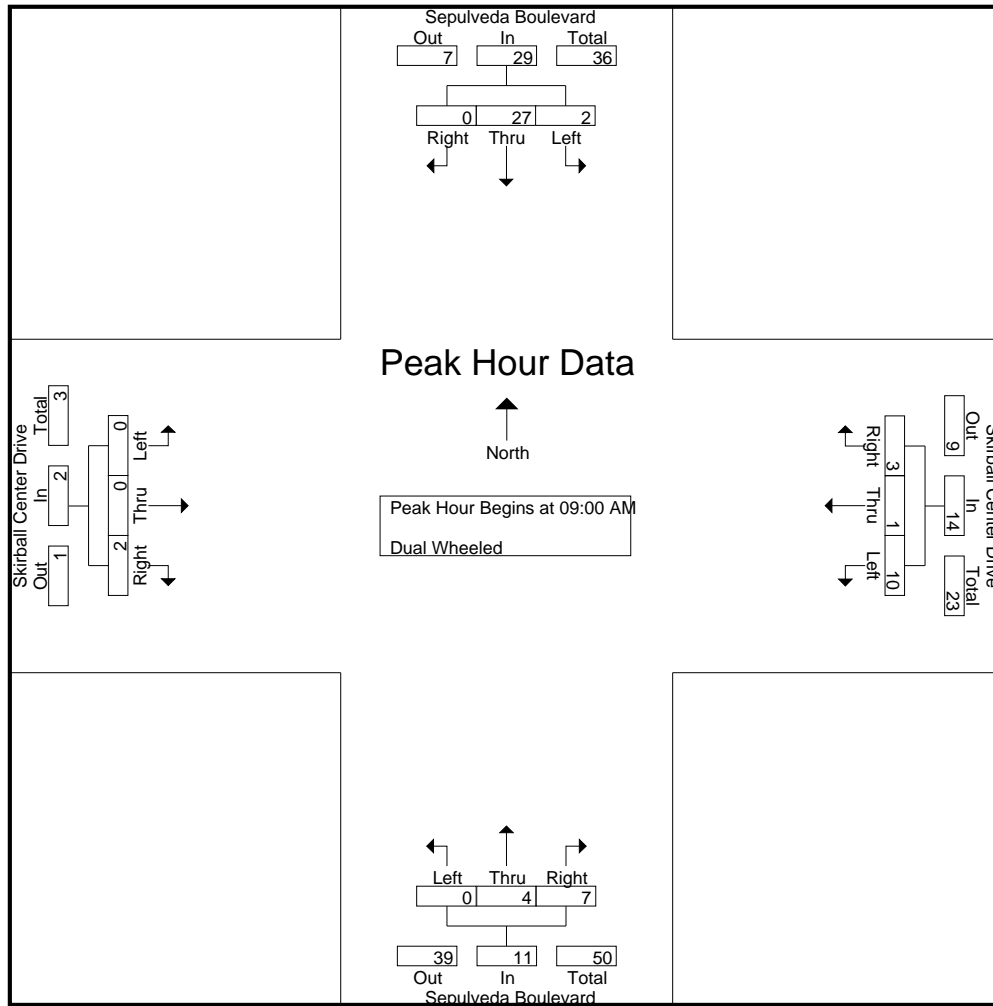
Groups Printed- Dual Wheeled

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|-------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 9 | 1 | 10 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 15 |
| 07:15 AM | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 12 |
| 07:30 AM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 11 |
| 07:45 AM | 1 | 8 | 0 | 9 | 4 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 17 |
| Total | 1 | 33 | 1 | 35 | 6 | 1 | 0 | 7 | 0 | 1 | 11 | 12 | 0 | 0 | 1 | 1 | 55 |
| 08:00 AM | 3 | 8 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 16 |
| 08:15 AM | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 9 |
| 08:30 AM | 0 | 7 | 0 | 7 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 08:45 AM | 0 | 7 | 0 | 7 | 7 | 0 | 2 | 9 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 19 |
| Total | 4 | 28 | 0 | 32 | 11 | 0 | 2 | 13 | 0 | 1 | 8 | 9 | 0 | 0 | 1 | 1 | 55 |
| 09:00 AM | 0 | 8 | 0 | 8 | 4 | 0 | 2 | 6 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 17 |
| 09:15 AM | 1 | 9 | 0 | 10 | 2 | 0 | 0 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 15 |
| 09:30 AM | 0 | 4 | 0 | 4 | 2 | 1 | 0 | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 11 |
| 09:45 AM | 1 | 6 | 0 | 7 | 2 | 0 | 1 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 13 |
| Total | 2 | 27 | 0 | 29 | 10 | 1 | 3 | 14 | 0 | 4 | 7 | 11 | 0 | 0 | 2 | 2 | 56 |
| Grand Total | 7 | 88 | 1 | 96 | 27 | 2 | 5 | 34 | 0 | 6 | 26 | 32 | 0 | 0 | 4 | 4 | 166 |
| Apprch % | 7.3 | 91.7 | 1 | | 79.4 | 5.9 | 14.7 | | 0 | 18.8 | 81.2 | | 0 | 0 | 100 | | |
| Total % | 4.2 | 53 | 0.6 | 57.8 | 16.3 | 1.2 | 3 | 20.5 | 0 | 3.6 | 15.7 | 19.3 | 0 | 0 | 2.4 | 2.4 | |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:00 AM | | | | | | | | | | | | | | | | | |
| 09:00 AM | 0 | 8 | 0 | 8 | 4 | 0 | 2 | 6 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 17 |
| 09:15 AM | 1 | 9 | 0 | 10 | 2 | 0 | 0 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 15 |
| 09:30 AM | 0 | 4 | 0 | 4 | 2 | 1 | 0 | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 11 |
| 09:45 AM | 1 | 6 | 0 | 7 | 2 | 0 | 1 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 2 | 27 | 0 | 29 | 10 | 1 | 3 | 14 | 0 | 4 | 7 | 11 | 0 | 0 | 2 | 2 | 56 |
| % App. Total | 6.9 | 93.1 | 0 | | 71.4 | 7.1 | 21.4 | | 0 | 36.4 | 63.6 | | 0 | 0 | 100 | | |
| PHF | .500 | .750 | .000 | .725 | .625 | .250 | .375 | .583 | .000 | .500 | .583 | .917 | .000 | .000 | .500 | .500 | .824 |

City of Los Angeles
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Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 09:00 AM | | | | 09:00 AM | | | | 09:00 AM | | | | 09:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 8 | 0 | 8 | 4 | 0 | 2 | 6 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 |
| +15 mins. | 1 | 9 | 0 | 10 | 2 | 0 | 0 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 4 | 0 | 4 | 2 | 1 | 0 | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 |
| +45 mins. | 1 | 6 | 0 | 7 | 2 | 0 | 1 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 |
| Total Volume | 2 | 27 | 0 | 29 | 10 | 1 | 3 | 14 | 0 | 4 | 7 | 11 | 0 | 0 | 2 | 2 |
| % App. Total | 6.9 | 93.1 | 0 | | 71.4 | 7.1 | 21.4 | | 0 | 36.4 | 63.6 | | 0 | 0 | 100 | |
| PHF | .500 | .750 | .000 | .725 | .625 | .250 | .375 | .583 | .000 | .500 | .583 | .917 | .000 | .000 | .500 | .500 |

City of Los Angeles
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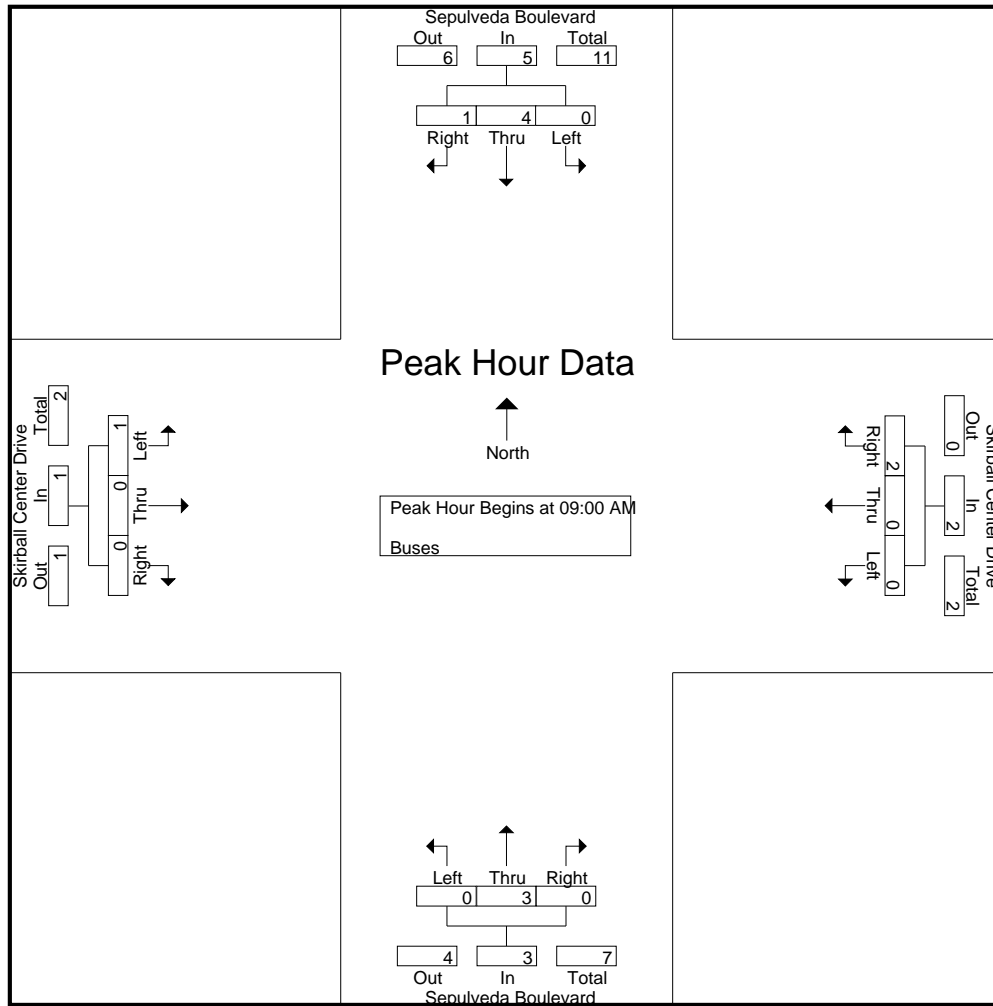
Groups Printed- Buses

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|-------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 8 |
| 07:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| 07:30 AM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 4 | 3 | 0 | 0 | 3 | 0 | 3 | 7 | 10 | 0 | 0 | 0 | 0 | 17 |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | 2 | 0 | 2 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 08:30 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 7 | 0 | 7 | 6 | 0 | 0 | 6 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 16 |
| 09:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 09:15 AM | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 09:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 4 | 1 | 5 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 11 |
| Grand Total | 0 | 15 | 1 | 16 | 9 | 0 | 2 | 11 | 0 | 8 | 8 | 16 | 1 | 0 | 0 | 1 | 44 |
| Apprch % | 0 | 93.8 | 6.2 | | 81.8 | 0 | 18.2 | | 0 | 50 | 50 | | 100 | 0 | 0 | | |
| Total % | 0 | 34.1 | 2.3 | 36.4 | 20.5 | 0 | 4.5 | 25 | 0 | 18.2 | 18.2 | 36.4 | 2.3 | 0 | 0 | 2.3 | |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:00 AM | | | | | | | | | | | | | | | | | |
| 09:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 09:15 AM | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 09:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 1 | 5 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 11 |
| % App. Total | 0 | 80 | 20 | | 0 | 0 | 100 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .500 | .250 | .417 | .000 | .000 | .500 | .500 | .000 | .375 | .000 | .375 | .250 | .000 | .000 | .250 | .550 |

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Weather: Clear

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Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 09:00 AM | | | | 09:00 AM | | | | 09:00 AM | | | | 09:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 1 | 5 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 80 | 20 | | 0 | 0 | 100 | | 0 | 100 | 0 | | 100 | 0 | 0 | |
| PHF | .000 | .500 | .250 | .417 | .000 | .000 | .500 | .500 | .000 | .375 | .000 | .375 | .250 | .000 | .000 | .250 |

City of Los Angeles
N/S: Sepulveda Boulevard
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Weather: Clear

File Name : LACSESKMD
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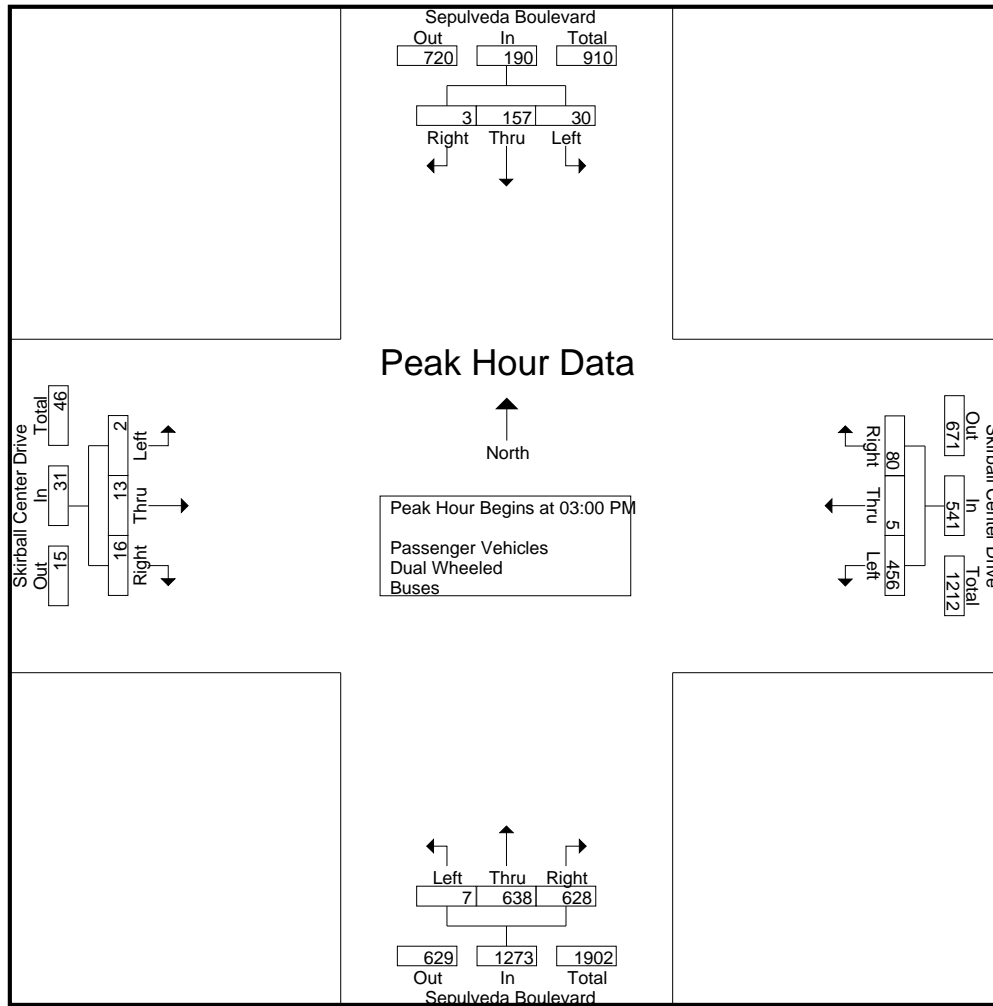
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|----------------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 9 | 44 | 0 | 53 | 73 | 3 | 16 | 92 | 1 | 60 | 82 | 143 | 2 | 3 | 3 | 8 | 296 |
| 02:15 PM | 10 | 46 | 1 | 57 | 76 | 0 | 9 | 85 | 3 | 75 | 92 | 170 | 4 | 2 | 8 | 14 | 326 |
| 02:30 PM | 8 | 36 | 0 | 44 | 112 | 1 | 10 | 123 | 0 | 80 | 110 | 190 | 3 | 3 | 2 | 8 | 365 |
| 02:45 PM | 15 | 52 | 1 | 68 | 100 | 3 | 15 | 118 | 5 | 82 | 160 | 247 | 3 | 5 | 6 | 14 | 447 |
| Total | 42 | 178 | 2 | 222 | 361 | 7 | 50 | 418 | 9 | 297 | 444 | 750 | 12 | 13 | 19 | 44 | 1434 |
| 03:00 PM | 6 | 29 | 0 | 35 | 74 | 2 | 13 | 89 | 5 | 168 | 179 | 352 | 0 | 4 | 2 | 6 | 482 |
| 03:15 PM | 9 | 46 | 2 | 57 | 137 | 0 | 12 | 149 | 0 | 135 | 180 | 315 | 0 | 2 | 1 | 3 | 524 |
| 03:30 PM | 13 | 40 | 1 | 54 | 138 | 2 | 27 | 167 | 1 | 160 | 145 | 306 | 2 | 4 | 5 | 11 | 538 |
| 03:45 PM | 2 | 42 | 0 | 44 | 107 | 1 | 28 | 136 | 1 | 175 | 124 | 300 | 0 | 3 | 8 | 11 | 491 |
| Total | 30 | 157 | 3 | 190 | 456 | 5 | 80 | 541 | 7 | 638 | 628 | 1273 | 2 | 13 | 16 | 31 | 2035 |
| Grand Total | 72 | 335 | 5 | 412 | 817 | 12 | 130 | 959 | 16 | 935 | 1072 | 2023 | 14 | 26 | 35 | 75 | 3469 |
| Apprch % | 17.5 | 81.3 | 1.2 | | 85.2 | 1.3 | 13.6 | | 0.8 | 46.2 | 53 | | 18.7 | 34.7 | 46.7 | | |
| Total % | 2.1 | 9.7 | 0.1 | 11.9 | 23.6 | 0.3 | 3.7 | 27.6 | 0.5 | 27 | 30.9 | 58.3 | 0.4 | 0.7 | 1 | 2.2 | |
| Passenger Vehicles | 71 | 328 | 5 | 404 | 793 | 12 | 128 | 933 | 16 | 911 | 1043 | 1970 | 13 | 25 | 34 | 72 | 3379 |
| % Passenger Vehicles | 98.6 | 97.9 | 100 | 98.1 | 97.1 | 100 | 98.5 | 97.3 | 100 | 97.4 | 97.3 | 97.4 | 92.9 | 96.2 | 97.1 | 96 | 97.4 |
| Dual Wheeled | 1 | 1 | 0 | 2 | 12 | 0 | 1 | 13 | 0 | 16 | 14 | 30 | 0 | 0 | 0 | 0 | 45 |
| % Dual Wheeled | 1.4 | 0.3 | 0 | 0.5 | 1.5 | 0 | 0.8 | 1.4 | 0 | 1.7 | 1.3 | 1.5 | 0 | 0 | 0 | 0 | 1.3 |
| Buses | 0 | 6 | 0 | 6 | 12 | 0 | 1 | 13 | 0 | 8 | 15 | 23 | 1 | 1 | 1 | 3 | 45 |
| % Buses | 0 | 1.8 | 0 | 1.5 | 1.5 | 0 | 0.8 | 1.4 | 0 | 0.9 | 1.4 | 1.1 | 7.1 | 3.8 | 2.9 | 4 | 1.3 |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 6 | 29 | 0 | 35 | 74 | 2 | 13 | 89 | 5 | 168 | 179 | 352 | 0 | 4 | 2 | 6 | 482 |
| 03:15 PM | 9 | 46 | 2 | 57 | 137 | 0 | 12 | 149 | 0 | 135 | 180 | 315 | 0 | 2 | 1 | 3 | 524 |
| 03:30 PM | 13 | 40 | 1 | 54 | 138 | 2 | 27 | 167 | 1 | 160 | 145 | 306 | 2 | 4 | 5 | 11 | 538 |
| 03:45 PM | 2 | 42 | 0 | 44 | 107 | 1 | 28 | 136 | 1 | 175 | 124 | 300 | 0 | 3 | 8 | 11 | 491 |
| Total Volume | 30 | 157 | 3 | 190 | 456 | 5 | 80 | 541 | 7 | 638 | 628 | 1273 | 2 | 13 | 16 | 31 | 2035 |
| % App. Total | 15.8 | 82.6 | 1.6 | | 84.3 | 0.9 | 14.8 | | 0.5 | 50.1 | 49.3 | | 6.5 | 41.9 | 51.6 | | |
| PHF | .577 | .853 | .375 | .833 | .826 | .625 | .714 | .810 | .350 | .911 | .872 | .904 | .250 | .813 | .500 | .705 | .946 |

City of Los Angeles
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Weather: Clear

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Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | | 03:00 PM | | | | 03:00 PM | | | | 02:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 9 | 44 | 0 | 53 | 74 | 2 | 13 | 89 | 5 | 168 | 179 | 352 | 2 | 3 | 3 | 8 |
| +15 mins. | 10 | 46 | 1 | 57 | 137 | 0 | 12 | 149 | 0 | 135 | 180 | 315 | 4 | 2 | 8 | 14 |
| +30 mins. | 8 | 36 | 0 | 44 | 138 | 2 | 27 | 167 | 1 | 160 | 145 | 306 | 3 | 3 | 2 | 8 |
| +45 mins. | 15 | 52 | 1 | 68 | 107 | 1 | 28 | 136 | 1 | 175 | 124 | 300 | 3 | 5 | 6 | 14 |
| Total Volume | 42 | 178 | 2 | 222 | 456 | 5 | 80 | 541 | 7 | 638 | 628 | 1273 | 12 | 13 | 19 | 44 |
| % App. Total | 18.9 | 80.2 | 0.9 | | 84.3 | 0.9 | 14.8 | | 0.5 | 50.1 | 49.3 | | 27.3 | 29.5 | 43.2 | |
| PHF | .700 | .856 | .500 | .816 | .826 | .625 | .714 | .810 | .350 | .911 | .872 | .904 | .750 | .650 | .594 | .786 |

City of Los Angeles
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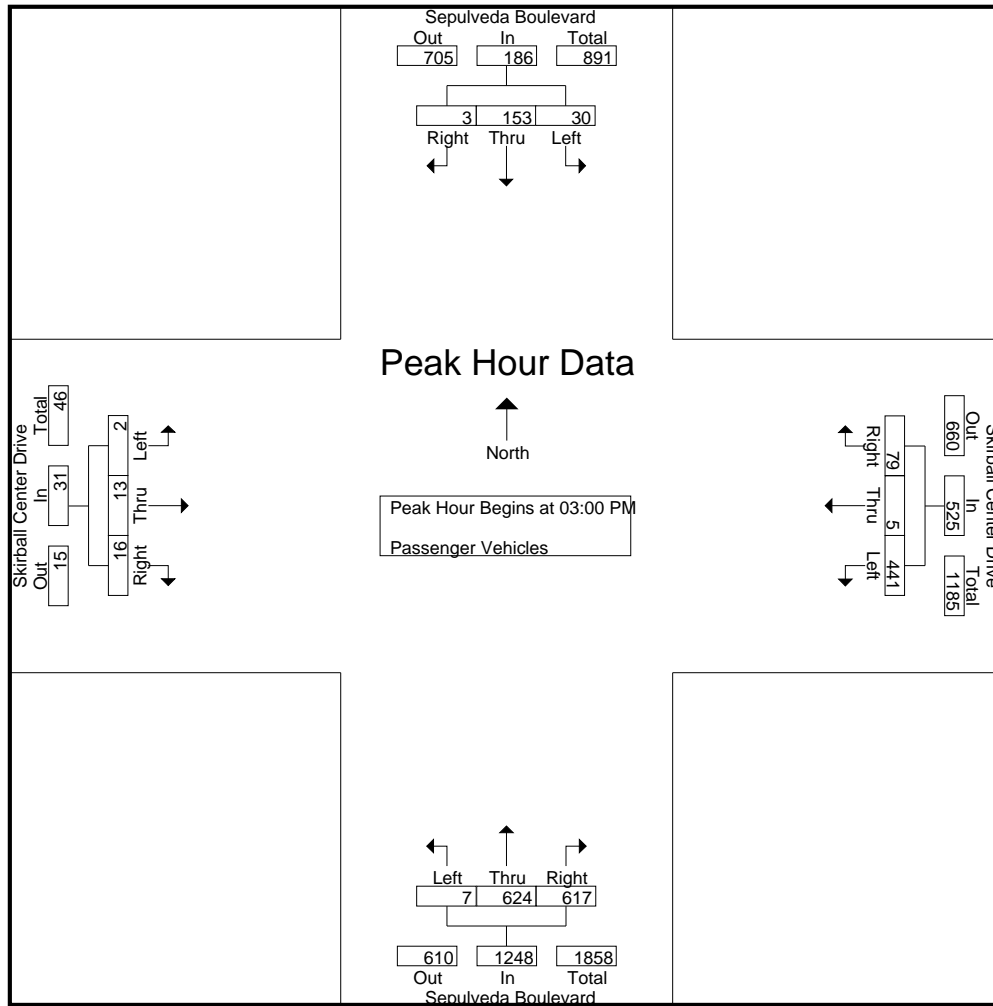
Groups Printed- Passenger Vehicles

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|-------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 9 | 44 | 0 | 53 | 72 | 3 | 16 | 91 | 1 | 59 | 77 | 137 | 2 | 3 | 3 | 8 | 289 |
| 02:15 PM | 9 | 45 | 1 | 55 | 74 | 0 | 8 | 82 | 3 | 68 | 88 | 159 | 4 | 2 | 8 | 14 | 310 |
| 02:30 PM | 8 | 35 | 0 | 43 | 110 | 1 | 10 | 121 | 0 | 78 | 103 | 181 | 2 | 3 | 2 | 7 | 352 |
| 02:45 PM | 15 | 51 | 1 | 67 | 96 | 3 | 15 | 114 | 5 | 82 | 158 | 245 | 3 | 4 | 5 | 12 | 438 |
| Total | 41 | 175 | 2 | 218 | 352 | 7 | 49 | 408 | 9 | 287 | 426 | 722 | 11 | 12 | 18 | 41 | 1389 |
| 03:00 PM | 6 | 28 | 0 | 34 | 73 | 2 | 13 | 88 | 5 | 164 | 176 | 345 | 0 | 4 | 2 | 6 | 473 |
| 03:15 PM | 9 | 46 | 2 | 57 | 135 | 0 | 12 | 147 | 0 | 132 | 175 | 307 | 0 | 2 | 1 | 3 | 514 |
| 03:30 PM | 13 | 39 | 1 | 53 | 131 | 2 | 27 | 160 | 1 | 156 | 145 | 302 | 2 | 4 | 5 | 11 | 526 |
| 03:45 PM | 2 | 40 | 0 | 42 | 102 | 1 | 27 | 130 | 1 | 172 | 121 | 294 | 0 | 3 | 8 | 11 | 477 |
| Total | 30 | 153 | 3 | 186 | 441 | 5 | 79 | 525 | 7 | 624 | 617 | 1248 | 2 | 13 | 16 | 31 | 1990 |
| Grand Total | 71 | 328 | 5 | 404 | 793 | 12 | 128 | 933 | 16 | 911 | 1043 | 1970 | 13 | 25 | 34 | 72 | 3379 |
| Apprch % | 17.6 | 81.2 | 1.2 | | 85 | 1.3 | 13.7 | | 0.8 | 46.2 | 52.9 | | 18.1 | 34.7 | 47.2 | | |
| Total % | 2.1 | 9.7 | 0.1 | 12 | 23.5 | 0.4 | 3.8 | 27.6 | 0.5 | 27 | 30.9 | 58.3 | 0.4 | 0.7 | 1 | 2.1 | |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 6 | 28 | 0 | 34 | 73 | 2 | 13 | 88 | 5 | 164 | 176 | 345 | 0 | 4 | 2 | 6 | 473 |
| 03:15 PM | 9 | 46 | 2 | 57 | 135 | 0 | 12 | 147 | 0 | 132 | 175 | 307 | 0 | 2 | 1 | 3 | 514 |
| 03:30 PM | 13 | 39 | 1 | 53 | 131 | 2 | 27 | 160 | 1 | 156 | 145 | 302 | 2 | 4 | 5 | 11 | 526 |
| 03:45 PM | 2 | 40 | 0 | 42 | 102 | 1 | 27 | 130 | 1 | 172 | 121 | 294 | 0 | 3 | 8 | 11 | 477 |
| Total Volume | 30 | 153 | 3 | 186 | 441 | 5 | 79 | 525 | 7 | 624 | 617 | 1248 | 2 | 13 | 16 | 31 | 1990 |
| % App. Total | 16.1 | 82.3 | 1.6 | | 84 | 1 | 15 | | 0.6 | 50 | 49.4 | | 6.5 | 41.9 | 51.6 | | |
| PHF | .577 | .832 | .375 | .816 | .817 | .625 | .731 | .820 | .350 | .907 | .876 | .904 | .250 | .813 | .500 | .705 | .946 |

City of Los Angeles
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Weather: Clear

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Site Code : 16616030
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Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | 03:00 PM | | | | 03:00 PM | | | | 03:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 6 | 28 | 0 | 34 | 73 | 2 | 13 | 88 | 5 | 164 | 176 | 345 | 0 | 4 | 2 | 6 |
| +15 mins. | 9 | 46 | 2 | 57 | 135 | 0 | 12 | 147 | 0 | 132 | 175 | 307 | 0 | 2 | 1 | 3 |
| +30 mins. | 13 | 39 | 1 | 53 | 131 | 2 | 27 | 160 | 1 | 156 | 145 | 302 | 2 | 4 | 5 | 11 |
| +45 mins. | 2 | 40 | 0 | 42 | 102 | 1 | 27 | 130 | 1 | 172 | 121 | 294 | 0 | 3 | 8 | 11 |
| Total Volume | 30 | 153 | 3 | 186 | 441 | 5 | 79 | 525 | 7 | 624 | 617 | 1248 | 2 | 13 | 16 | 31 |
| % App. Total | 16.1 | 82.3 | 1.6 | | 84 | 1 | 15 | | 0.6 | 50 | 49.4 | | 6.5 | 41.9 | 51.6 | |
| PHF | .577 | .832 | .375 | .816 | .817 | .625 | .731 | .820 | .350 | .907 | .876 | .904 | .250 | .813 | .500 | .705 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKMD
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

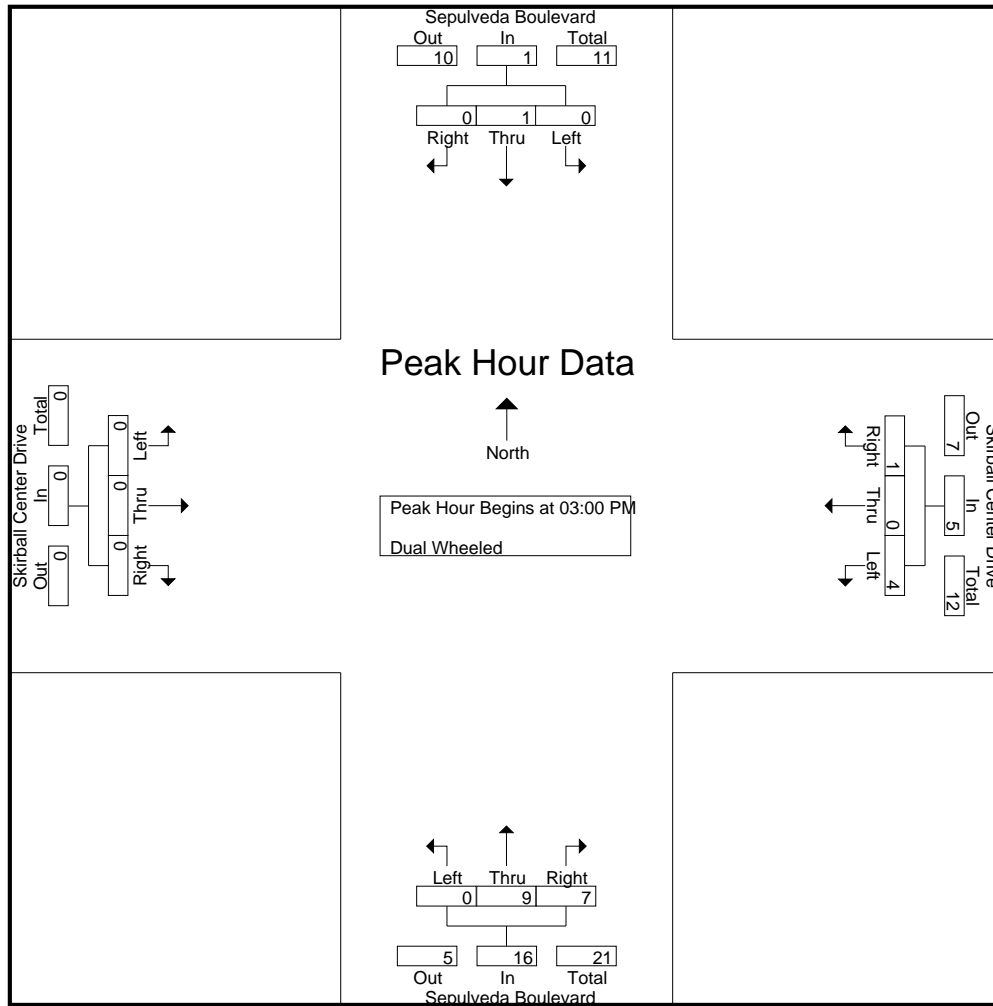
Groups Printed- Dual Wheeled

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|-------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 4 |
| 02:15 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 9 |
| 02:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 6 |
| 02:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| Total | 1 | 0 | 0 | 1 | 8 | 0 | 0 | 8 | 0 | 7 | 7 | 14 | 0 | 0 | 0 | 0 | 23 |
| 03:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 6 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 6 |
| 03:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 03:45 PM | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 5 | 0 | 9 | 7 | 16 | 0 | 0 | 0 | 0 | 22 |
| Grand Total | 1 | 1 | 0 | 2 | 12 | 0 | 1 | 13 | 0 | 16 | 14 | 30 | 0 | 0 | 0 | 0 | 45 |
| Apprch % | 50 | 50 | 0 | | 92.3 | 0 | 7.7 | | 0 | 53.3 | 46.7 | | 0 | 0 | 0 | | |
| Total % | 2.2 | 2.2 | 0 | 4.4 | 26.7 | 0 | 2.2 | 28.9 | 0 | 35.6 | 31.1 | 66.7 | 0 | 0 | 0 | 0 | |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 6 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 6 |
| 03:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 03:45 PM | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 5 | 0 | 9 | 7 | 16 | 0 | 0 | 0 | 0 | 22 |
| % App. Total | 0 | 100 | 0 | | 80 | 0 | 20 | | 0 | 56.2 | 43.8 | | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .500 | .000 | .250 | .625 | .000 | .750 | .583 | .667 | .000 | .000 | .000 | .000 | .917 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKMD
Site Code : 16616030
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | 03:00 PM | | | | 03:00 PM | | | | 03:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 5 | 0 | 9 | 7 | 16 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 80 | 0 | 20 | | 0 | 56.2 | 43.8 | | 0 | 0 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .500 | .000 | .250 | .625 | .000 | .750 | .583 | .667 | .000 | .000 | .000 | .000 |

City of Los Angeles
N/S: Sepulveda Boulevard
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File Name : LACSESKMD
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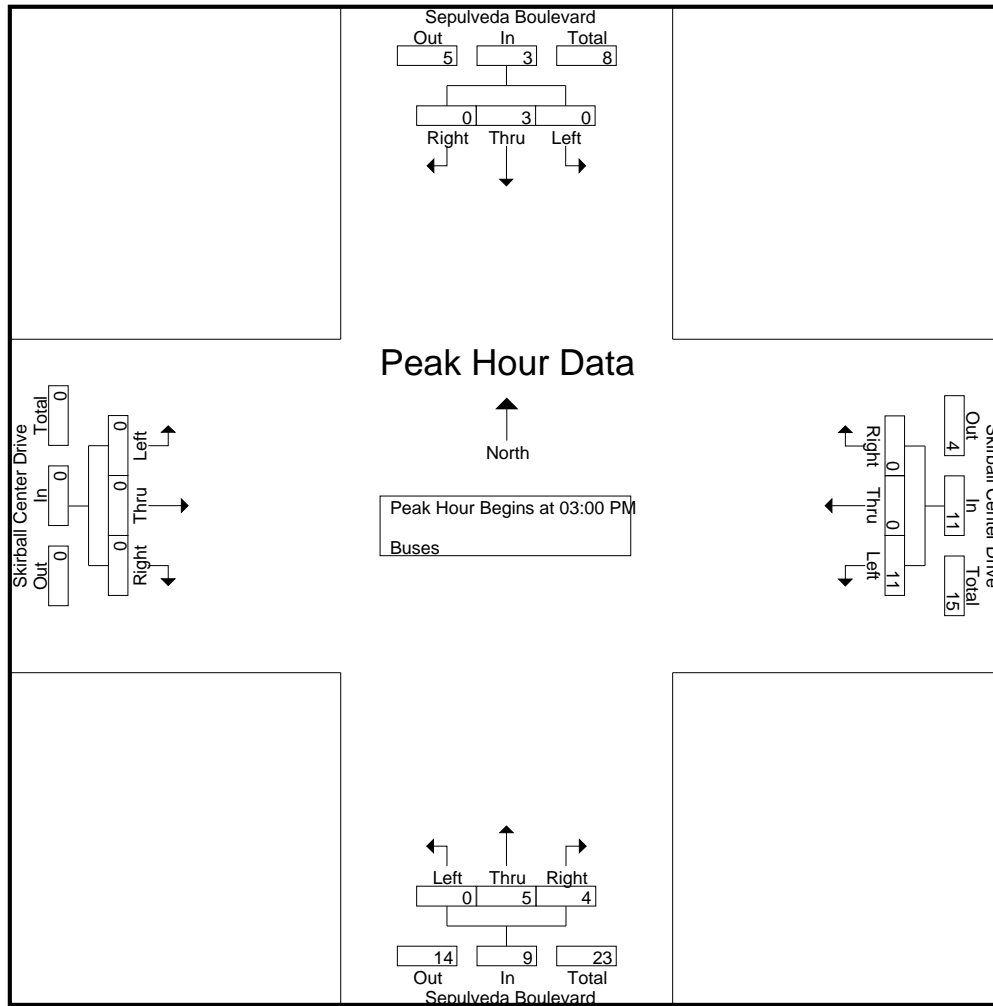
Groups Printed- Buses

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|-------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 |
| 02:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 7 |
| 02:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 1 | 7 |
| 02:45 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 5 |
| Total | 0 | 3 | 0 | 3 | 1 | 0 | 1 | 2 | 0 | 3 | 11 | 14 | 1 | 1 | 1 | 3 | 22 |
| 03:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 03:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| 03:30 PM | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 03:45 PM | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 3 | 0 | 3 | 11 | 0 | 0 | 11 | 0 | 5 | 4 | 9 | 0 | 0 | 0 | 0 | 23 |
| Grand Total | 0 | 6 | 0 | 6 | 12 | 0 | 1 | 13 | 0 | 8 | 15 | 23 | 1 | 1 | 1 | 3 | 45 |
| Apprch % | 0 | 100 | 0 | | 92.3 | 0 | 7.7 | | 0 | 34.8 | 65.2 | | 33.3 | 33.3 | 33.3 | | |
| Total % | 0 | 13.3 | 0 | 13.3 | 26.7 | 0 | 2.2 | 28.9 | 0 | 17.8 | 33.3 | 51.1 | 2.2 | 2.2 | 2.2 | 6.7 | |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 03:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| 03:30 PM | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 03:45 PM | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 8 |
| Total Volume | 0 | 3 | 0 | 3 | 11 | 0 | 0 | 11 | 0 | 5 | 4 | 9 | 0 | 0 | 0 | 0 | 23 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 55.6 | 44.4 | | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .000 | .750 | .550 | .000 | .000 | .550 | .000 | .625 | .500 | .750 | .000 | .000 | .000 | .000 | .719 |

City of Los Angeles
N/S: Sepulveda Boulevard
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Weather: Clear

File Name : LACSESKMD
Site Code : 16616030
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | 03:00 PM | | | | 03:00 PM | | | | 03:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 3 | 0 | 3 | 11 | 0 | 0 | 11 | 0 | 5 | 4 | 9 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 55.6 | 44.4 | | 0 | 0 | 0 | |
| PHF | .000 | .750 | .000 | .750 | .550 | .000 | .000 | .550 | .000 | .625 | .500 | .750 | .000 | .000 | .000 | .000 |

City of Los Angeles
N/S: Sepulveda Boulevard
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File Name : LACSESKPM
Site Code : 16616030
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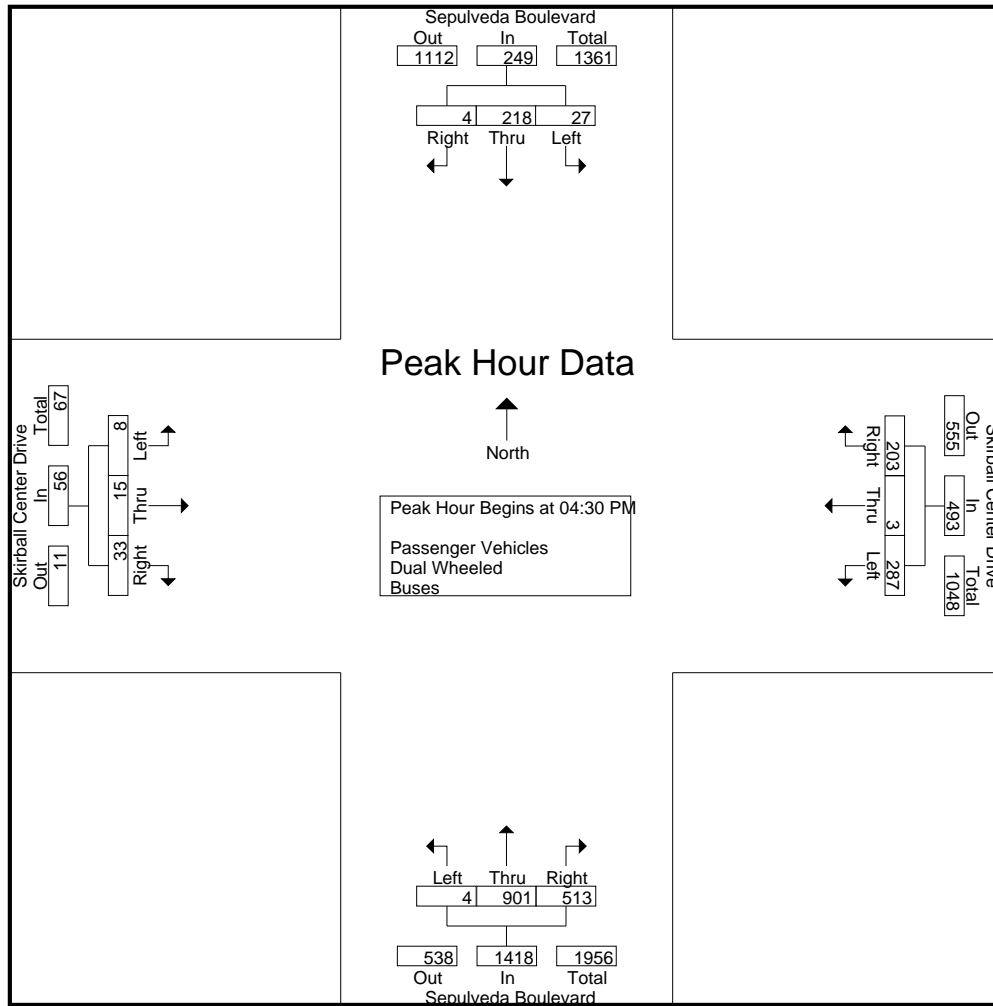
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|----------------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 8 | 51 | 0 | 59 | 64 | 2 | 39 | 105 | 2 | 203 | 147 | 352 | 0 | 2 | 3 | 5 | 521 |
| 04:15 PM | 5 | 47 | 3 | 55 | 74 | 0 | 31 | 105 | 4 | 211 | 151 | 366 | 1 | 4 | 1 | 6 | 532 |
| 04:30 PM | 8 | 48 | 2 | 58 | 67 | 0 | 42 | 109 | 0 | 223 | 127 | 350 | 2 | 6 | 14 | 22 | 539 |
| 04:45 PM | 6 | 56 | 1 | 63 | 71 | 1 | 49 | 121 | 2 | 194 | 149 | 345 | 4 | 4 | 6 | 14 | 543 |
| Total | 27 | 202 | 6 | 235 | 276 | 3 | 161 | 440 | 8 | 831 | 574 | 1413 | 7 | 16 | 24 | 47 | 2135 |
| 05:00 PM | 10 | 43 | 0 | 53 | 82 | 0 | 47 | 129 | 1 | 226 | 124 | 351 | 1 | 3 | 10 | 14 | 547 |
| 05:15 PM | 3 | 71 | 1 | 75 | 67 | 2 | 65 | 134 | 1 | 258 | 113 | 372 | 1 | 2 | 3 | 6 | 587 |
| 05:30 PM | 8 | 63 | 1 | 72 | 63 | 2 | 70 | 135 | 1 | 203 | 123 | 327 | 1 | 0 | 0 | 1 | 535 |
| 05:45 PM | 7 | 50 | 0 | 57 | 58 | 1 | 54 | 113 | 0 | 187 | 155 | 342 | 0 | 0 | 0 | 0 | 512 |
| Total | 28 | 227 | 2 | 257 | 270 | 5 | 236 | 511 | 3 | 874 | 515 | 1392 | 3 | 5 | 13 | 21 | 2181 |
| Grand Total | 55 | 429 | 8 | 492 | 546 | 8 | 397 | 951 | 11 | 1705 | 1089 | 2805 | 10 | 21 | 37 | 68 | 4316 |
| Apprch % | 11.2 | 87.2 | 1.6 | | 57.4 | 0.8 | 41.7 | | 0.4 | 60.8 | 38.8 | | 14.7 | 30.9 | 54.4 | | |
| Total % | 1.3 | 9.9 | 0.2 | 11.4 | 12.7 | 0.2 | 9.2 | 22 | 0.3 | 39.5 | 25.2 | 65 | 0.2 | 0.5 | 0.9 | 1.6 | |
| Passenger Vehicles | 55 | 422 | 8 | 485 | 532 | 7 | 394 | 933 | 11 | 1684 | 1064 | 2759 | 10 | 21 | 36 | 67 | 4244 |
| % Passenger Vehicles | 100 | 98.4 | 100 | 98.6 | 97.4 | 87.5 | 99.2 | 98.1 | 100 | 98.8 | 97.7 | 98.4 | 100 | 100 | 97.3 | 98.5 | 98.3 |
| Dual Wheeled | 0 | 1 | 0 | 1 | 11 | 1 | 3 | 15 | 0 | 14 | 15 | 29 | 0 | 0 | 0 | 0 | 45 |
| % Dual Wheeled | 0 | 0.2 | 0 | 0.2 | 2 | 12.5 | 0.8 | 1.6 | 0 | 0.8 | 1.4 | 1 | 0 | 0 | 0 | 0 | 1 |
| Buses | 0 | 6 | 0 | 6 | 3 | 0 | 0 | 3 | 0 | 7 | 10 | 17 | 0 | 0 | 1 | 1 | 27 |
| % Buses | 0 | 1.4 | 0 | 1.2 | 0.5 | 0 | 0 | 0.3 | 0 | 0.4 | 0.9 | 0.6 | 0 | 0 | 2.7 | 1.5 | 0.6 |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 8 | 48 | 2 | 58 | 67 | 0 | 42 | 109 | 0 | 223 | 127 | 350 | 2 | 6 | 14 | 22 | 539 |
| 04:45 PM | 6 | 56 | 1 | 63 | 71 | 1 | 49 | 121 | 2 | 194 | 149 | 345 | 4 | 4 | 6 | 14 | 543 |
| 05:00 PM | 10 | 43 | 0 | 53 | 82 | 0 | 47 | 129 | 1 | 226 | 124 | 351 | 1 | 3 | 10 | 14 | 547 |
| 05:15 PM | 3 | 71 | 1 | 75 | 67 | 2 | 65 | 134 | 1 | 258 | 113 | 372 | 1 | 2 | 3 | 6 | 587 |
| Total Volume | 27 | 218 | 4 | 249 | 287 | 3 | 203 | 493 | 4 | 901 | 513 | 1418 | 8 | 15 | 33 | 56 | 2216 |
| % App. Total | 10.8 | 87.6 | 1.6 | | 58.2 | 0.6 | 41.2 | | 0.3 | 63.5 | 36.2 | | 14.3 | 26.8 | 58.9 | | |
| PHF | .675 | .768 | .500 | .830 | .875 | .375 | .781 | .920 | .500 | .873 | .861 | .953 | .500 | .625 | .589 | .636 | .944 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:30 PM | | | | 04:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 6 | 56 | 1 | 63 | 71 | 1 | 49 | 121 | 0 | 223 | 127 | 350 | 1 | 4 | 1 | 6 |
| +15 mins. | 10 | 43 | 0 | 53 | 82 | 0 | 47 | 129 | 2 | 194 | 149 | 345 | 2 | 6 | 14 | 22 |
| +30 mins. | 3 | 71 | 1 | 75 | 67 | 2 | 65 | 134 | 1 | 226 | 124 | 351 | 4 | 4 | 6 | 14 |
| +45 mins. | 8 | 63 | 1 | 72 | 63 | 2 | 70 | 135 | 1 | 258 | 113 | 372 | 1 | 3 | 10 | 14 |
| Total Volume | 27 | 233 | 3 | 263 | 283 | 5 | 231 | 519 | 4 | 901 | 513 | 1418 | 8 | 17 | 31 | 56 |
| % App. Total | 10.3 | 88.6 | 1.1 | | 54.5 | 1 | 44.5 | | 0.3 | 63.5 | 36.2 | | 14.3 | 30.4 | 55.4 | |
| PHF | .675 | .820 | .750 | .877 | .863 | .625 | .825 | .961 | .500 | .873 | .861 | .953 | .500 | .708 | .554 | .636 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 1

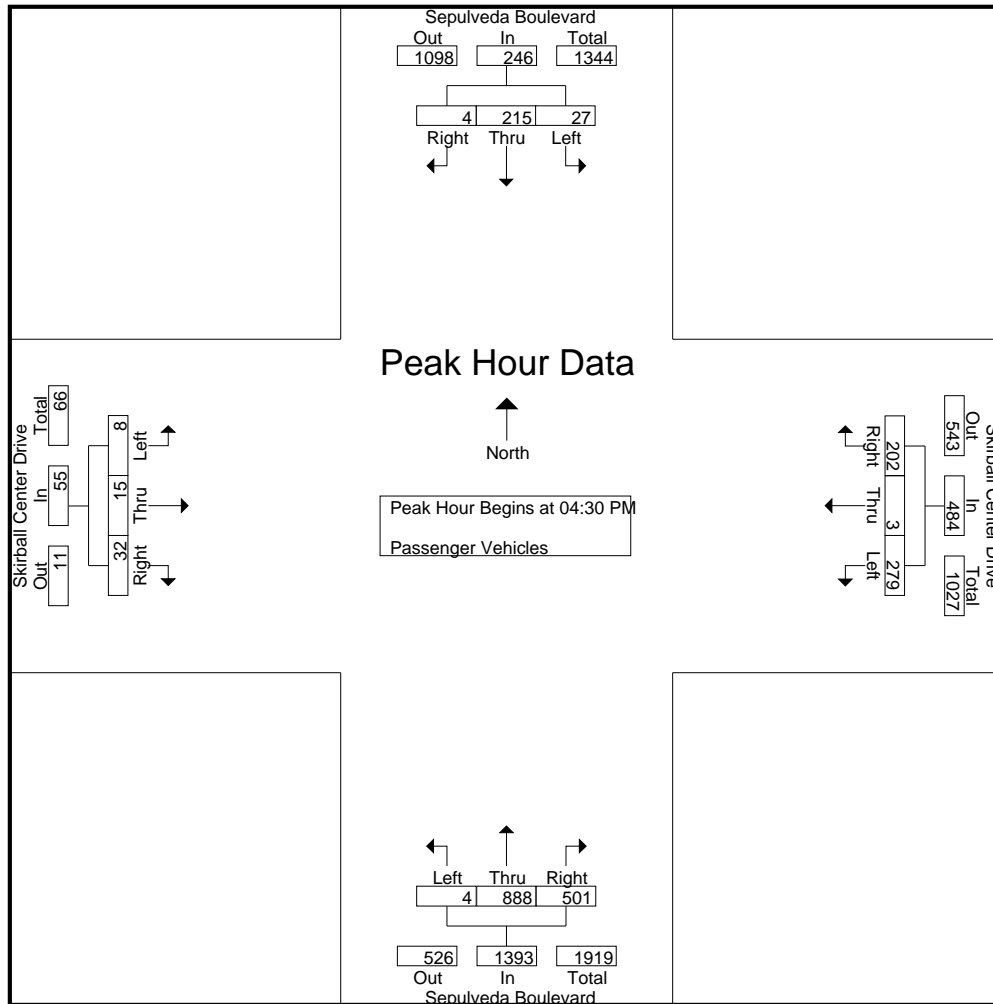
Groups Printed- Passenger Vehicles

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|-------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 8 | 50 | 0 | 58 | 62 | 1 | 39 | 102 | 2 | 201 | 142 | 345 | 0 | 2 | 3 | 5 | 510 |
| 04:15 PM | 5 | 45 | 3 | 53 | 71 | 0 | 31 | 102 | 4 | 207 | 149 | 360 | 1 | 4 | 1 | 6 | 521 |
| 04:30 PM | 8 | 48 | 2 | 58 | 66 | 0 | 41 | 107 | 0 | 220 | 125 | 345 | 2 | 6 | 14 | 22 | 532 |
| 04:45 PM | 6 | 55 | 1 | 62 | 69 | 1 | 49 | 119 | 2 | 193 | 146 | 341 | 4 | 4 | 6 | 14 | 536 |
| Total | 27 | 198 | 6 | 231 | 268 | 2 | 160 | 430 | 8 | 821 | 562 | 1391 | 7 | 16 | 24 | 47 | 2099 |
| 05:00 PM | 10 | 43 | 0 | 53 | 78 | 0 | 47 | 125 | 1 | 221 | 121 | 343 | 1 | 3 | 9 | 13 | 534 |
| 05:15 PM | 3 | 69 | 1 | 73 | 66 | 2 | 65 | 133 | 1 | 254 | 109 | 364 | 1 | 2 | 3 | 6 | 576 |
| 05:30 PM | 8 | 63 | 1 | 72 | 62 | 2 | 69 | 133 | 1 | 202 | 120 | 323 | 1 | 0 | 0 | 1 | 529 |
| 05:45 PM | 7 | 49 | 0 | 56 | 58 | 1 | 53 | 112 | 0 | 186 | 152 | 338 | 0 | 0 | 0 | 0 | 506 |
| Total | 28 | 224 | 2 | 254 | 264 | 5 | 234 | 503 | 3 | 863 | 502 | 1368 | 3 | 5 | 12 | 20 | 2145 |
| Grand Total | 55 | 422 | 8 | 485 | 532 | 7 | 394 | 933 | 11 | 1684 | 1064 | 2759 | 10 | 21 | 36 | 67 | 4244 |
| Apprch % | 11.3 | 87 | 1.6 | | 57 | 0.8 | 42.2 | | 0.4 | 61 | 38.6 | | 14.9 | 31.3 | 53.7 | | |
| Total % | 1.3 | 9.9 | 0.2 | 11.4 | 12.5 | 0.2 | 9.3 | 22 | 0.3 | 39.7 | 25.1 | 65 | 0.2 | 0.5 | 0.8 | 1.6 | |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|-----------|----------|------------|------------------------------------|----------|-----------|------------|-----------------------------------|------------|------------|------------|------------------------------------|----------|-----------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 8 | 48 | 2 | 58 | 66 | 0 | 41 | 107 | 0 | 220 | 125 | 345 | 2 | 6 | 14 | 22 | 532 |
| 04:45 PM | 6 | 55 | 1 | 62 | 69 | 1 | 49 | 119 | 2 | 193 | 146 | 341 | 4 | 4 | 6 | 14 | 536 |
| 05:00 PM | 10 | 43 | 0 | 53 | 78 | 0 | 47 | 125 | 1 | 221 | 121 | 343 | 1 | 3 | 9 | 13 | 534 |
| 05:15 PM | 3 | 69 | 1 | 73 | 66 | 2 | 65 | 133 | 1 | 254 | 109 | 364 | 1 | 2 | 3 | 6 | 576 |
| Total Volume | 27 | 215 | 4 | 246 | 279 | 3 | 202 | 484 | 4 | 888 | 501 | 1393 | 8 | 15 | 32 | 55 | 2178 |
| % App. Total | 11 | 87.4 | 1.6 | | 57.6 | 0.6 | 41.7 | | 0.3 | 63.7 | 36 | | 14.5 | 27.3 | 58.2 | | |
| PHF | .675 | .779 | .500 | .842 | .894 | .375 | .777 | .910 | .500 | .874 | .858 | .957 | .500 | .625 | .571 | .625 | .945 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKPM
Site Code : 16616030
Start Date : 1/26/2016
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 8 | 48 | 2 | 58 | 66 | 0 | 41 | 107 | 0 | 220 | 125 | 345 | 2 | 6 | 14 | 22 |
| +15 mins. | 6 | 55 | 1 | 62 | 69 | 1 | 49 | 119 | 2 | 193 | 146 | 341 | 4 | 4 | 6 | 14 |
| +30 mins. | 10 | 43 | 0 | 53 | 78 | 0 | 47 | 125 | 1 | 221 | 121 | 343 | 1 | 3 | 9 | 13 |
| +45 mins. | 3 | 69 | 1 | 73 | 66 | 2 | 65 | 133 | 1 | 254 | 109 | 364 | 1 | 2 | 3 | 6 |
| Total Volume | 27 | 215 | 4 | 246 | 279 | 3 | 202 | 484 | 4 | 888 | 501 | 1393 | 8 | 15 | 32 | 55 |
| % App. Total | 11 | 87.4 | 1.6 | | 57.6 | 0.6 | 41.7 | | 0.3 | 63.7 | 36 | | 14.5 | 27.3 | 58.2 | |
| PHF | .675 | .779 | .500 | .842 | .894 | .375 | .777 | .910 | .500 | .874 | .858 | .957 | .500 | .625 | .571 | .625 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKPM
Site Code : 16616030
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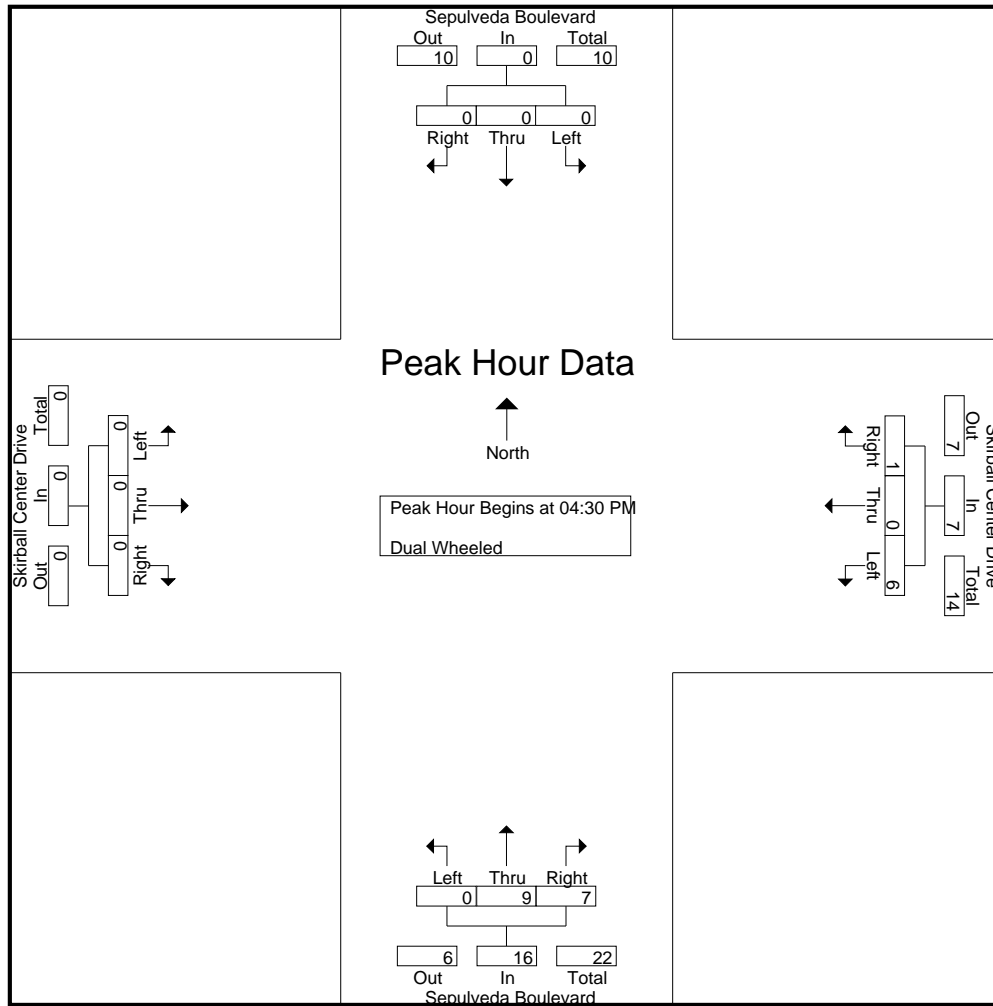
Groups Printed- Dual Wheeled

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|-------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 9 |
| 04:15 PM | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 1 | 0 | 1 | 8 | 1 | 1 | 10 | 0 | 7 | 9 | 16 | 0 | 0 | 0 | 0 | 27 |
| 05:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 8 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 7 | 6 | 13 | 0 | 0 | 0 | 0 | 18 |
| Grand Total | 0 | 1 | 0 | 1 | 11 | 1 | 3 | 15 | 0 | 14 | 15 | 29 | 0 | 0 | 0 | 0 | 45 |
| Apprch % | 0 | 100 | 0 | | 73.3 | 6.7 | 20 | | 0 | 48.3 | 51.7 | | 0 | 0 | 0 | | |
| Total % | 0 | 2.2 | 0 | 2.2 | 24.4 | 2.2 | 6.7 | 33.3 | 0 | 31.1 | 33.3 | 64.4 | 0 | 0 | 0 | 0 | |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 5 |
| 05:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 8 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 7 | 0 | 9 | 7 | 16 | 0 | 0 | 0 | 0 | 23 |
| % App. Total | 0 | 0 | 0 | | 85.7 | 0 | 14.3 | | 0 | 56.2 | 43.8 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .500 | .000 | .250 | .583 | .000 | .563 | .583 | .800 | .000 | .000 | .000 | .000 | .719 |

City of Los Angeles
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 7 | 0 | 9 | 7 | 16 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | 0 | 85.7 | 0 | 14.3 | | 0 | 56.2 | 43.8 | | 0 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .500 | .000 | .250 | .583 | .000 | .563 | .583 | .800 | .000 | .000 | .000 | .000 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKPM
Site Code : 16616030
Start Date : 1/26/2016
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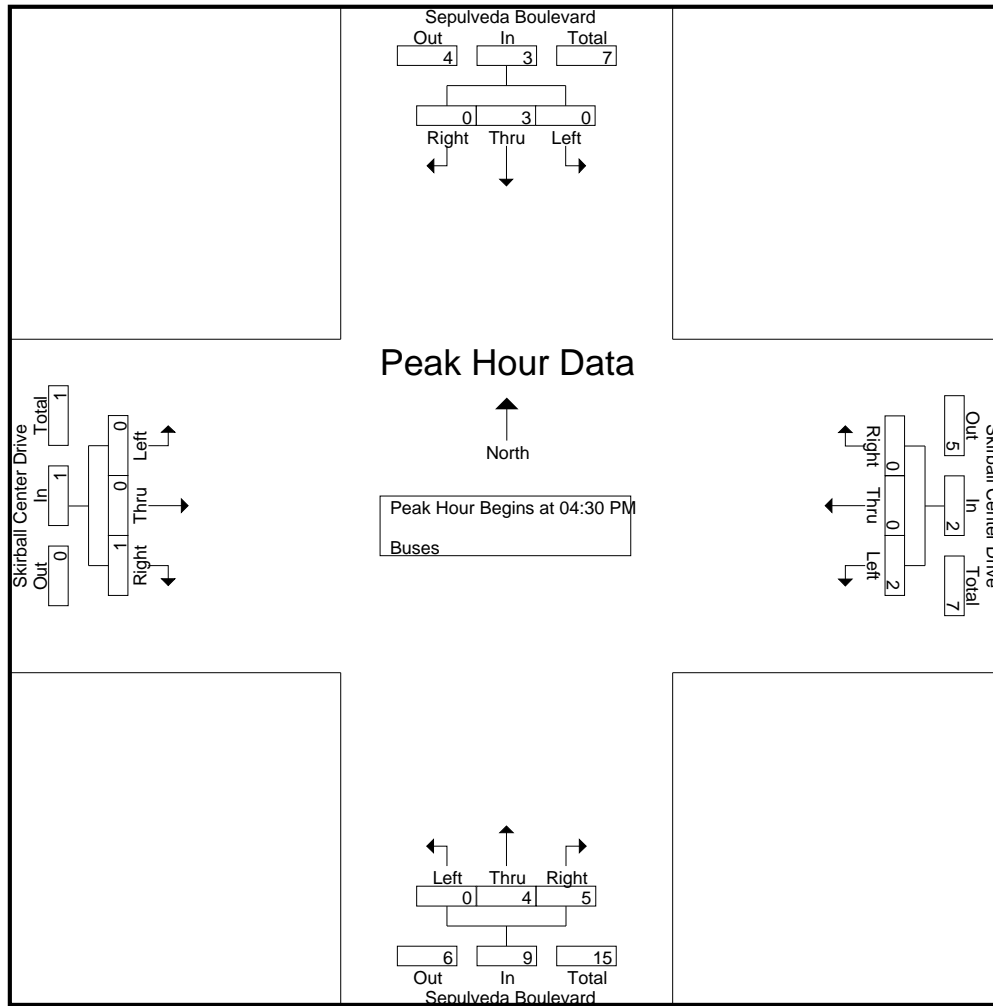
Groups Printed- Buses

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|-------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 9 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 5 |
| 05:15 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 6 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 5 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 3 | 0 | 4 | 7 | 11 | 0 | 0 | 1 | 1 | 18 |
| Grand Total | 0 | 6 | 0 | 6 | 3 | 0 | 0 | 3 | 0 | 7 | 10 | 17 | 0 | 0 | 1 | 1 | 27 |
| Apprch % | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 41.2 | 58.8 | | 0 | 0 | 100 | | |
| Total % | 0 | 22.2 | 0 | 22.2 | 11.1 | 0 | 0 | 11.1 | 0 | 25.9 | 37 | 63 | 0 | 0 | 3.7 | 3.7 | |

| | Sepulveda Boulevard Southbound | | | | Skirball Center Drive Westbound | | | | Sepulveda Boulevard Northbound | | | | Skirball Center Drive Eastbound | | | | |
|--|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 5 |
| 05:15 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 4 | 5 | 9 | 0 | 0 | 1 | 1 | 15 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 44.4 | 55.6 | | 0 | 0 | 100 | | |
| PHF | .000 | .375 | .000 | .375 | .500 | .000 | .000 | .500 | .000 | 1.00 | .625 | .750 | .000 | .000 | .250 | .250 | .625 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: Skirball Center Drive
Weather: Clear

File Name : LACSESKPM
Site Code : 16616030
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|-------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 4 | 5 | 9 | 0 | 0 | 1 | 1 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 44.4 | 55.6 | | 0 | 0 | 100 | |
| PHF | .000 | .375 | .000 | .375 | .500 | .000 | .000 | .500 | .000 | 1.000 | .625 | .750 | .000 | .000 | .250 | .250 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SAM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 1

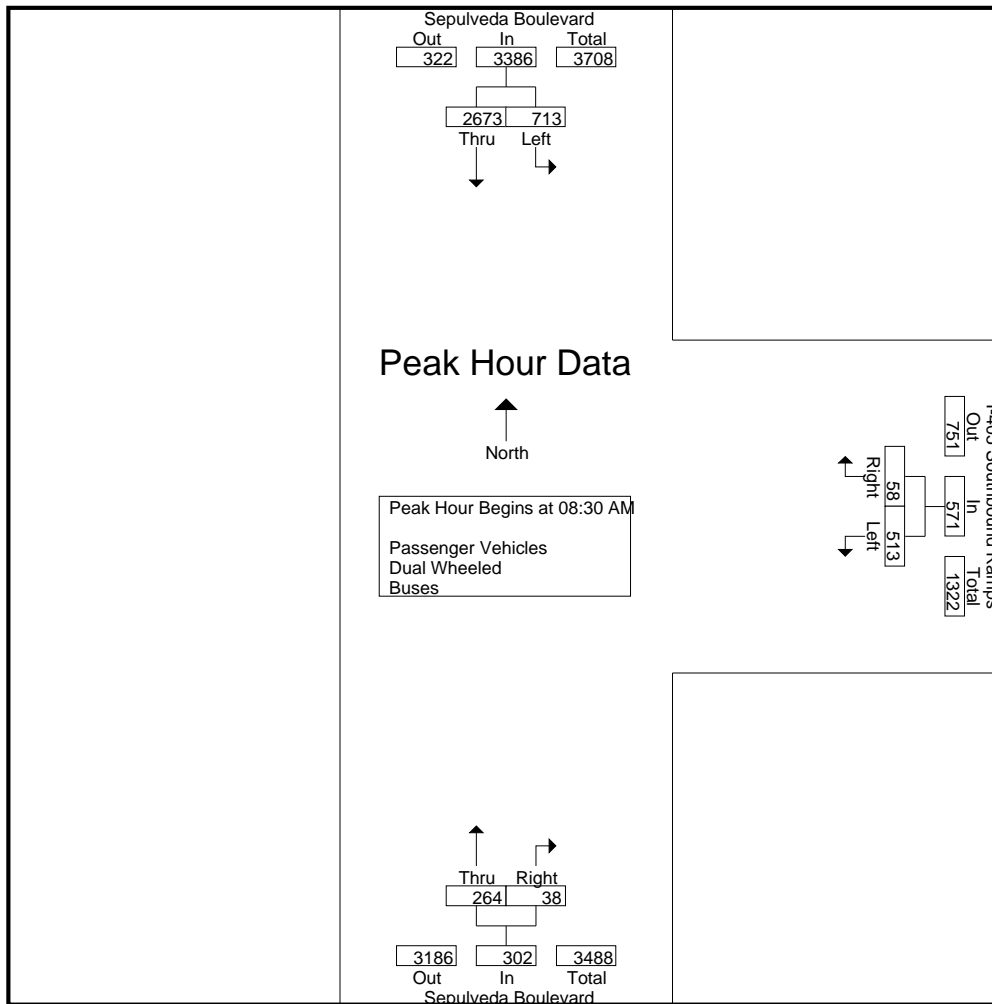
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|----------------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 100 | 603 | 703 | 167 | 17 | 184 | 34 | 0 | 34 | 921 |
| 07:15 AM | 150 | 619 | 769 | 177 | 17 | 194 | 62 | 1 | 63 | 1026 |
| 07:30 AM | 136 | 534 | 670 | 200 | 15 | 215 | 61 | 3 | 64 | 949 |
| 07:45 AM | 170 | 624 | 794 | 179 | 28 | 207 | 82 | 2 | 84 | 1085 |
| Total | 556 | 2380 | 2936 | 723 | 77 | 800 | 239 | 6 | 245 | 3981 |
| 08:00 AM | 150 | 630 | 780 | 135 | 22 | 157 | 47 | 4 | 51 | 988 |
| 08:15 AM | 161 | 668 | 829 | 141 | 15 | 156 | 58 | 4 | 62 | 1047 |
| 08:30 AM | 156 | 651 | 807 | 176 | 17 | 193 | 60 | 2 | 62 | 1062 |
| 08:45 AM | 176 | 662 | 838 | 111 | 11 | 122 | 64 | 13 | 77 | 1037 |
| Total | 643 | 2611 | 3254 | 563 | 65 | 628 | 229 | 23 | 252 | 4134 |
| 09:00 AM | 189 | 646 | 835 | 136 | 15 | 151 | 69 | 11 | 80 | 1066 |
| 09:15 AM | 192 | 714 | 906 | 90 | 15 | 105 | 71 | 12 | 83 | 1094 |
| 09:30 AM | 169 | 674 | 843 | 69 | 18 | 87 | 51 | 11 | 62 | 992 |
| 09:45 AM | 155 | 535 | 690 | 60 | 12 | 72 | 40 | 6 | 46 | 808 |
| Total | 705 | 2569 | 3274 | 355 | 60 | 415 | 231 | 40 | 271 | 3960 |
| Grand Total | 1904 | 7560 | 9464 | 1641 | 202 | 1843 | 699 | 69 | 768 | 12075 |
| Apprch % | 20.1 | 79.9 | | 89 | 11 | | 91 | 9 | | |
| Total % | 15.8 | 62.6 | 78.4 | 13.6 | 1.7 | 15.3 | 5.8 | 0.6 | 6.4 | |
| Passenger Vehicles | 1884 | 7392 | 9276 | 1616 | 162 | 1778 | 671 | 68 | 739 | 11793 |
| % Passenger Vehicles | 98.9 | 97.8 | 98 | 98.5 | 80.2 | 96.5 | 96 | 98.6 | 96.2 | 97.7 |
| Dual Wheeled | 20 | 140 | 160 | 21 | 34 | 55 | 18 | 1 | 19 | 234 |
| % Dual Wheeled | 1.1 | 1.9 | 1.7 | 1.3 | 16.8 | 3 | 2.6 | 1.4 | 2.5 | 1.9 |
| Buses | 0 | 28 | 28 | 4 | 6 | 10 | 10 | 0 | 10 | 48 |
| % Buses | 0 | 0.4 | 0.3 | 0.2 | 3 | 0.5 | 1.4 | 0 | 1.3 | 0.4 |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | |
| 08:30 AM | 156 | 651 | 807 | 176 | 17 | 193 | 60 | 2 | 62 | 1062 |
| 08:45 AM | 176 | 662 | 838 | 111 | 11 | 122 | 64 | 13 | 77 | 1037 |
| 09:00 AM | 189 | 646 | 835 | 136 | 15 | 151 | 69 | 11 | 80 | 1066 |
| 09:15 AM | 192 | 714 | 906 | 90 | 15 | 105 | 71 | 12 | 83 | 1094 |
| Total Volume | 713 | 2673 | 3386 | 513 | 58 | 571 | 264 | 38 | 302 | 4259 |
| % App. Total | 21.1 | 78.9 | | 89.8 | 10.2 | | 87.4 | 12.6 | | |
| PHF | .928 | .936 | .934 | .729 | .853 | .740 | .930 | .731 | .910 | .973 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SAM
Site Code : 16616030
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Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 08:30 AM | | | 08:30 AM | | | 08:30 AM | | |
|--------------|------------|------------|------------|------------|-----------|------------|-----------|-----------|-----------|
| +0 mins. | 156 | 651 | 807 | 176 | 17 | 193 | 60 | 2 | 62 |
| +15 mins. | 176 | 662 | 838 | 111 | 11 | 122 | 64 | 13 | 77 |
| +30 mins. | 189 | 646 | 835 | 136 | 15 | 151 | 69 | 11 | 80 |
| +45 mins. | 192 | 714 | 906 | 90 | 15 | 105 | 71 | 12 | 83 |
| Total Volume | 713 | 2673 | 3386 | 513 | 58 | 571 | 264 | 38 | 302 |
| % App. Total | 21.1 | 78.9 | | 89.8 | 10.2 | | 87.4 | 12.6 | |
| PHF | .928 | .936 | .934 | .729 | .853 | .740 | .930 | .731 | .910 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SAM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 1

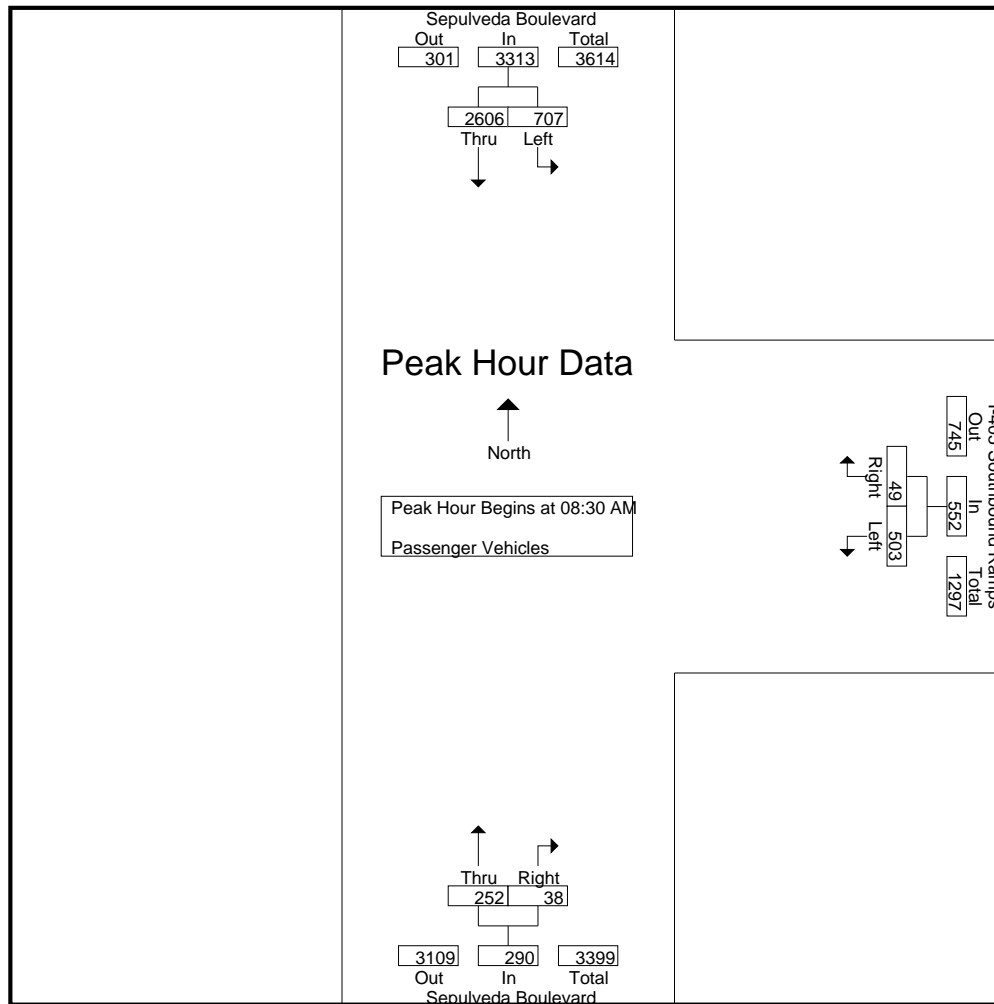
Groups Printed- Passenger Vehicles

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|-------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 99 | 596 | 695 | 166 | 11 | 177 | 32 | 0 | 32 | 904 |
| 07:15 AM | 148 | 611 | 759 | 175 | 14 | 189 | 60 | 1 | 61 | 1009 |
| 07:30 AM | 136 | 524 | 660 | 199 | 12 | 211 | 58 | 3 | 61 | 932 |
| 07:45 AM | 170 | 612 | 782 | 177 | 24 | 201 | 80 | 1 | 81 | 1064 |
| Total | 553 | 2343 | 2896 | 717 | 61 | 778 | 230 | 5 | 235 | 3909 |
| 08:00 AM | 148 | 617 | 765 | 132 | 19 | 151 | 46 | 4 | 50 | 966 |
| 08:15 AM | 159 | 653 | 812 | 140 | 13 | 153 | 55 | 4 | 59 | 1024 |
| 08:30 AM | 156 | 634 | 790 | 174 | 15 | 189 | 57 | 2 | 59 | 1038 |
| 08:45 AM | 175 | 649 | 824 | 109 | 9 | 118 | 61 | 13 | 74 | 1016 |
| Total | 638 | 2553 | 3191 | 555 | 56 | 611 | 219 | 23 | 242 | 4044 |
| 09:00 AM | 186 | 630 | 816 | 130 | 12 | 142 | 67 | 11 | 78 | 1036 |
| 09:15 AM | 190 | 693 | 883 | 90 | 13 | 103 | 67 | 12 | 79 | 1065 |
| 09:30 AM | 164 | 656 | 820 | 68 | 13 | 81 | 48 | 11 | 59 | 960 |
| 09:45 AM | 153 | 517 | 670 | 56 | 7 | 63 | 40 | 6 | 46 | 779 |
| Total | 693 | 2496 | 3189 | 344 | 45 | 389 | 222 | 40 | 262 | 3840 |
| Grand Total | 1884 | 7392 | 9276 | 1616 | 162 | 1778 | 671 | 68 | 739 | 11793 |
| Apprch % | 20.3 | 79.7 | | 90.9 | 9.1 | | 90.8 | 9.2 | | |
| Total % | 16 | 62.7 | 78.7 | 13.7 | 1.4 | 15.1 | 5.7 | 0.6 | 6.3 | |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|------------|------------|-------------------------------------|-----------|------------|-----------------------------------|-----------|------------|-------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | |
| 08:30 AM | 156 | 634 | 790 | 174 | 15 | 189 | 57 | 2 | 59 | 1038 |
| 08:45 AM | 175 | 649 | 824 | 109 | 9 | 118 | 61 | 13 | 74 | 1016 |
| 09:00 AM | 186 | 630 | 816 | 130 | 12 | 142 | 67 | 11 | 78 | 1036 |
| 09:15 AM | 190 | 693 | 883 | 90 | 13 | 103 | 67 | 12 | 79 | 1065 |
| Total Volume | 707 | 2606 | 3313 | 503 | 49 | 552 | 252 | 38 | 290 | 4155 |
| % App. Total | 21.3 | 78.7 | | 91.1 | 8.9 | | 86.9 | 13.1 | | |
| PHF | .930 | .940 | .938 | .723 | .817 | .730 | .940 | .731 | .918 | .975 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SAM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 08:30 AM | | | 08:30 AM | | | 08:30 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 156 | 634 | 790 | 174 | 15 | 189 | 57 | 2 | 59 |
| +15 mins. | 175 | 649 | 824 | 109 | 9 | 118 | 61 | 13 | 74 |
| +30 mins. | 186 | 630 | 816 | 130 | 12 | 142 | 67 | 11 | 78 |
| +45 mins. | 190 | 693 | 883 | 90 | 13 | 103 | 67 | 12 | 79 |
| Total Volume | 707 | 2606 | 3313 | 503 | 49 | 552 | 252 | 38 | 290 |
| % App. Total | 21.3 | 78.7 | | 91.1 | 8.9 | | 86.9 | 13.1 | |
| PHF | .930 | .940 | .938 | .723 | .817 | .730 | .940 | .731 | .918 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SAM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 1

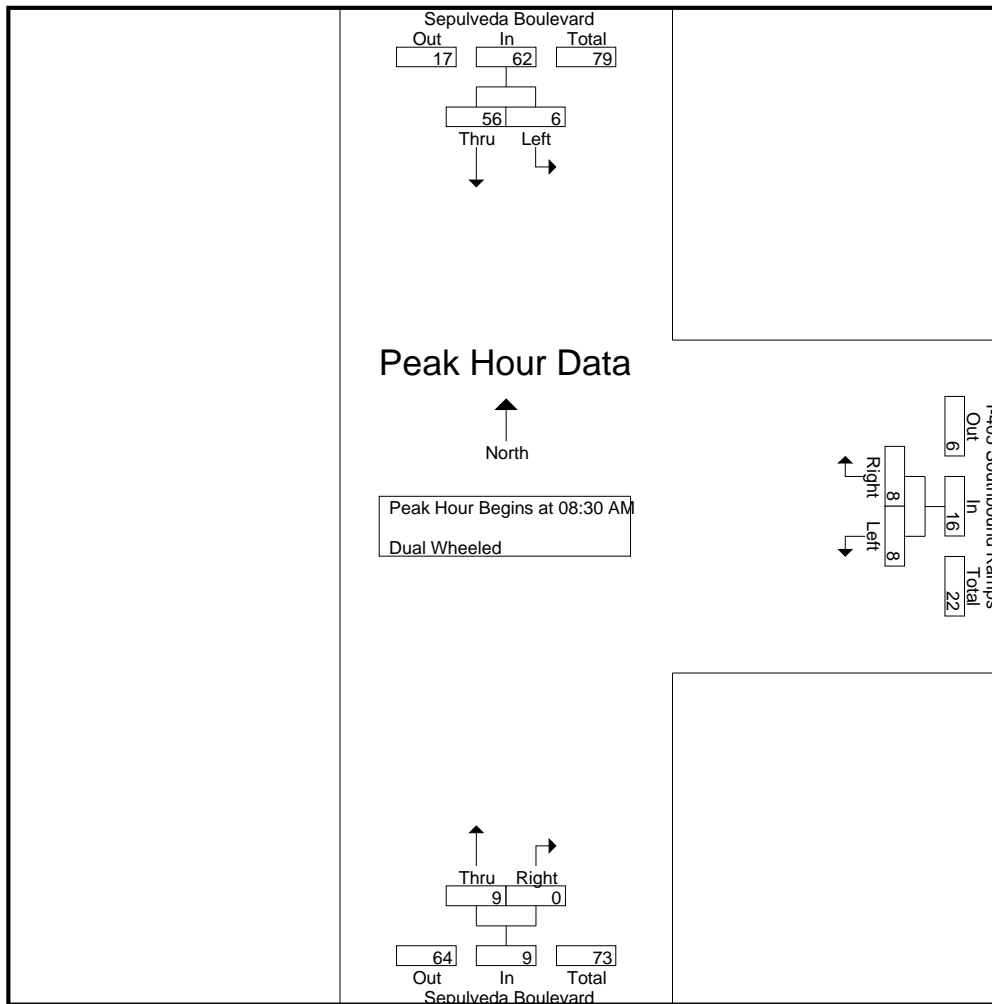
Groups Printed- Dual Wheeled

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|-------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 6 | 7 | 1 | 2 | 3 | 0 | 0 | 0 | 10 |
| 07:15 AM | 2 | 5 | 7 | 1 | 3 | 4 | 1 | 0 | 1 | 12 |
| 07:30 AM | 0 | 9 | 9 | 1 | 3 | 4 | 2 | 0 | 2 | 15 |
| 07:45 AM | 0 | 10 | 10 | 1 | 4 | 5 | 1 | 1 | 2 | 17 |
| Total | 3 | 30 | 33 | 4 | 12 | 16 | 4 | 1 | 5 | 54 |
| 08:00 AM | 2 | 9 | 11 | 3 | 3 | 6 | 0 | 0 | 0 | 17 |
| 08:15 AM | 2 | 11 | 13 | 1 | 2 | 3 | 2 | 0 | 2 | 18 |
| 08:30 AM | 0 | 16 | 16 | 2 | 1 | 3 | 3 | 0 | 3 | 22 |
| 08:45 AM | 1 | 11 | 12 | 2 | 2 | 4 | 1 | 0 | 1 | 17 |
| Total | 5 | 47 | 52 | 8 | 8 | 16 | 6 | 0 | 6 | 74 |
| 09:00 AM | 3 | 11 | 14 | 4 | 3 | 7 | 2 | 0 | 2 | 23 |
| 09:15 AM | 2 | 18 | 20 | 0 | 2 | 2 | 3 | 0 | 3 | 25 |
| 09:30 AM | 5 | 17 | 22 | 1 | 5 | 6 | 3 | 0 | 3 | 31 |
| 09:45 AM | 2 | 17 | 19 | 4 | 4 | 8 | 0 | 0 | 0 | 27 |
| Total | 12 | 63 | 75 | 9 | 14 | 23 | 8 | 0 | 8 | 106 |
| Grand Total | 20 | 140 | 160 | 21 | 34 | 55 | 18 | 1 | 19 | 234 |
| Apprch % | 12.5 | 87.5 | | 38.2 | 61.8 | | 94.7 | 5.3 | | |
| Total % | 8.5 | 59.8 | 68.4 | 9 | 14.5 | 23.5 | 7.7 | 0.4 | 8.1 | |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | |
| 08:30 AM | 0 | 16 | 16 | 2 | 1 | 3 | 3 | 0 | 3 | 22 |
| 08:45 AM | 1 | 11 | 12 | 2 | 2 | 4 | 1 | 0 | 1 | 17 |
| 09:00 AM | 3 | 11 | 14 | 4 | 3 | 7 | 2 | 0 | 2 | 23 |
| 09:15 AM | 2 | 18 | 20 | 0 | 2 | 2 | 3 | 0 | 3 | 25 |
| Total Volume | 6 | 56 | 62 | 8 | 8 | 16 | 9 | 0 | 9 | 87 |
| % App. Total | 9.7 | 90.3 | | 50 | 50 | | 100 | 0 | | |
| PHF | .500 | .778 | .775 | .500 | .667 | .571 | .750 | .000 | .750 | .870 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SAM
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Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 08:30 AM | | | 08:30 AM | | | 08:30 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 16 | 16 | 2 | 1 | 3 | 3 | 0 | 3 |
| +15 mins. | 1 | 11 | 12 | 2 | 2 | 4 | 1 | 0 | 1 |
| +30 mins. | 3 | 11 | 14 | 4 | 3 | 7 | 2 | 0 | 2 |
| +45 mins. | 2 | 18 | 20 | 0 | 2 | 2 | 3 | 0 | 3 |
| Total Volume | 6 | 56 | 62 | 8 | 8 | 16 | 9 | 0 | 9 |
| % App. Total | 9.7 | 90.3 | | 50 | 50 | | 100 | 0 | |
| PHF | .500 | .778 | .775 | .500 | .667 | .571 | .750 | .000 | .750 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SAM
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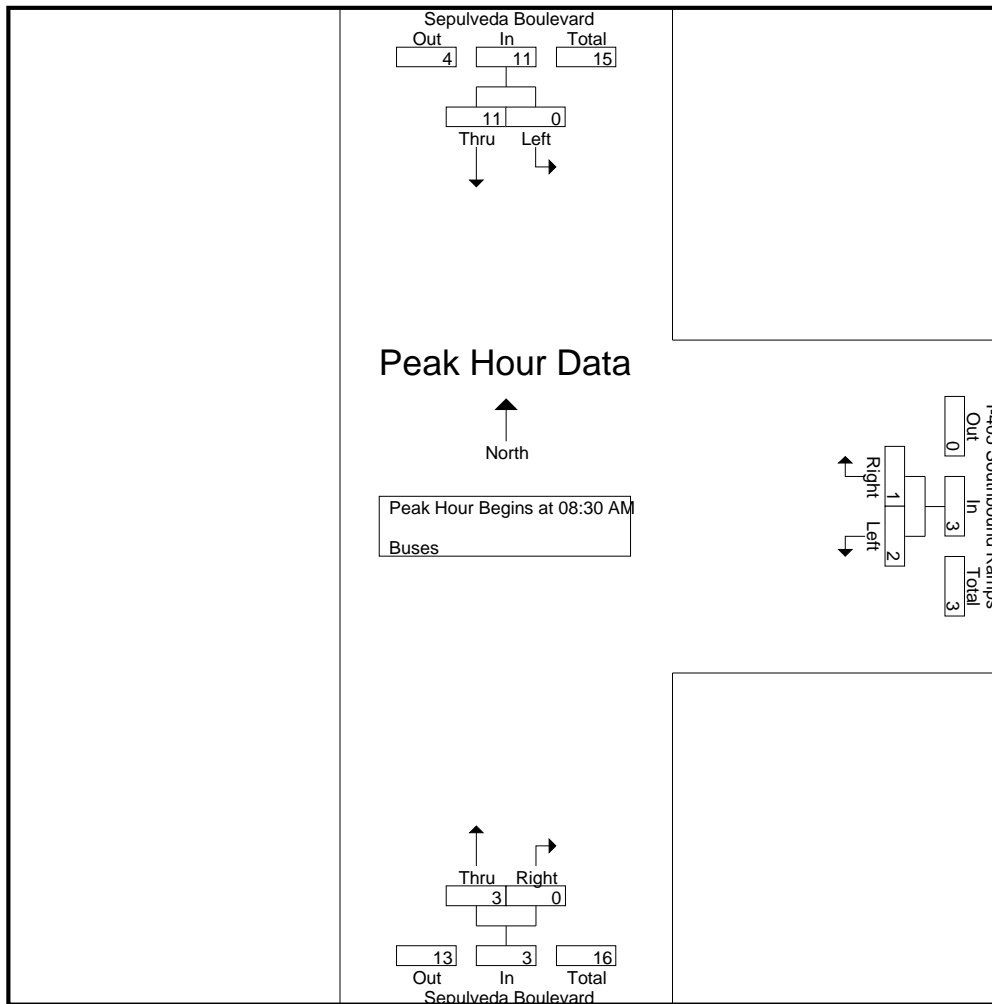
Groups Printed- Buses

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|-------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 1 | 0 | 4 | 4 | 2 | 0 | 2 | 7 |
| 07:15 AM | 0 | 3 | 3 | 1 | 0 | 1 | 1 | 0 | 1 | 5 |
| 07:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 07:45 AM | 0 | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 4 |
| Total | 0 | 7 | 7 | 2 | 4 | 6 | 5 | 0 | 5 | 18 |
| 08:00 AM | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 08:15 AM | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 08:30 AM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 08:45 AM | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Total | 0 | 11 | 11 | 0 | 1 | 1 | 4 | 0 | 4 | 16 |
| 09:00 AM | 0 | 5 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 7 |
| 09:15 AM | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 09:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 AM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Total | 0 | 10 | 10 | 2 | 1 | 3 | 1 | 0 | 1 | 14 |
| Grand Total | 0 | 28 | 28 | 4 | 6 | 10 | 10 | 0 | 10 | 48 |
| Apprch % | 0 | 100 | | 40 | 60 | | 100 | 0 | | |
| Total % | 0 | 58.3 | 58.3 | 8.3 | 12.5 | 20.8 | 20.8 | 0 | 20.8 | |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | |
| 08:30 AM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 08:45 AM | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 09:00 AM | 0 | 5 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 7 |
| 09:15 AM | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| Total Volume | 0 | 11 | 11 | 2 | 1 | 3 | 3 | 0 | 3 | 17 |
| % App. Total | 0 | 100 | | 66.7 | 33.3 | | 100 | 0 | | |
| PHF | .000 | .550 | .550 | .250 | .250 | .375 | .375 | .000 | .375 | .607 |

City of Los Angeles
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E/W: I-405 Southbound Ramps
Weather: Clear

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Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 08:30 AM | | | 08:30 AM | | | 08:30 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 5 | 5 | 2 | 0 | 2 | 0 | 0 | 0 |
| +45 mins. | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 11 | 11 | 2 | 1 | 3 | 3 | 0 | 3 |
| % App. Total | 0 | 100 | | 66.7 | 33.3 | | 100 | 0 | |
| PHF | .000 | .550 | .550 | .250 | .250 | .375 | .375 | .000 | .375 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SMD
Site Code : 16616030
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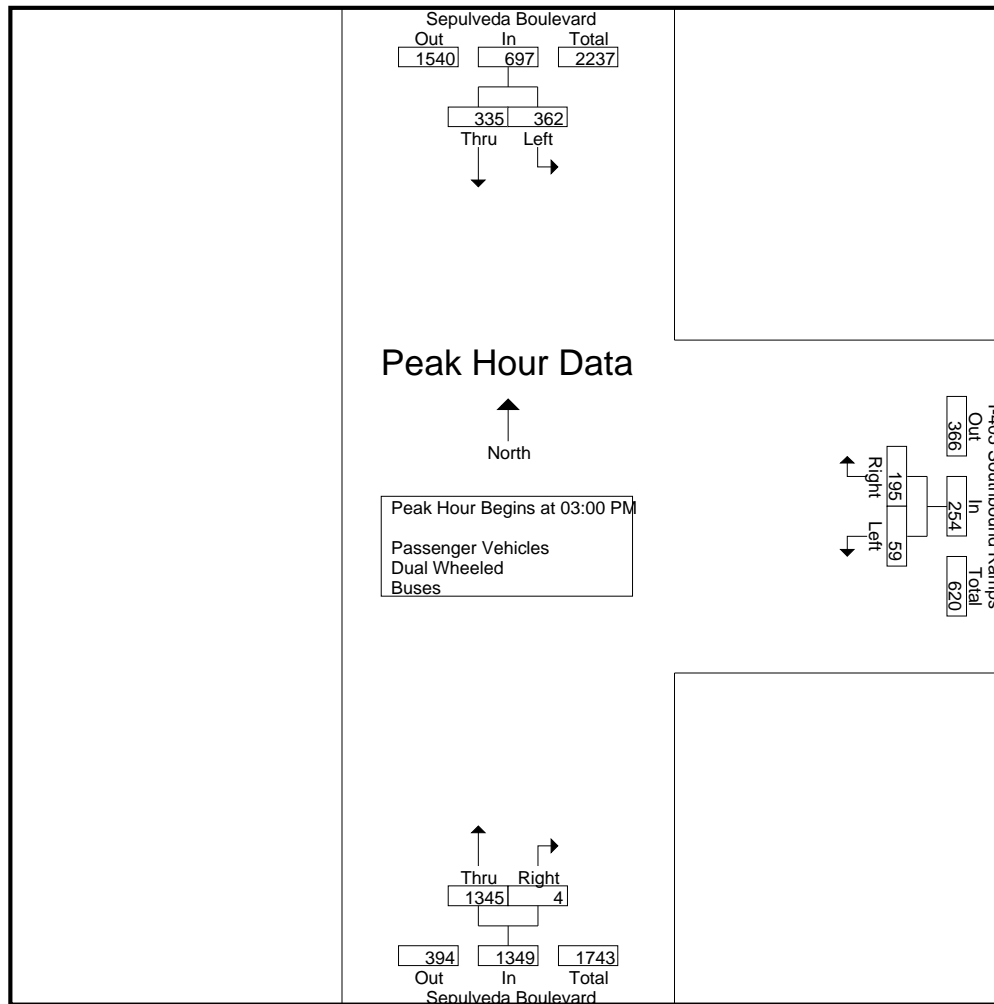
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|----------------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 62 | 55 | 117 | 16 | 35 | 51 | 83 | 4 | 87 | 255 |
| 02:15 PM | 77 | 61 | 138 | 17 | 55 | 72 | 121 | 2 | 123 | 333 |
| 02:30 PM | 96 | 75 | 171 | 19 | 44 | 63 | 153 | 4 | 157 | 391 |
| 02:45 PM | 63 | 65 | 128 | 9 | 57 | 66 | 154 | 1 | 155 | 349 |
| Total | 298 | 256 | 554 | 61 | 191 | 252 | 511 | 11 | 522 | 1328 |
| 03:00 PM | 86 | 67 | 153 | 16 | 54 | 70 | 216 | 2 | 218 | 441 |
| 03:15 PM | 82 | 82 | 164 | 14 | 51 | 65 | 328 | 2 | 330 | 559 |
| 03:30 PM | 120 | 113 | 233 | 15 | 49 | 64 | 382 | 0 | 382 | 679 |
| 03:45 PM | 74 | 73 | 147 | 14 | 41 | 55 | 419 | 0 | 419 | 621 |
| Total | 362 | 335 | 697 | 59 | 195 | 254 | 1345 | 4 | 1349 | 2300 |
| Grand Total | 660 | 591 | 1251 | 120 | 386 | 506 | 1856 | 15 | 1871 | 3628 |
| Apprch % | 52.8 | 47.2 | | 23.7 | 76.3 | | 99.2 | 0.8 | | |
| Total % | 18.2 | 16.3 | 34.5 | 3.3 | 10.6 | 13.9 | 51.2 | 0.4 | 51.6 | |
| Passenger Vehicles | 648 | 573 | 1221 | 118 | 369 | 487 | 1823 | 15 | 1838 | 3546 |
| % Passenger Vehicles | 98.2 | 97 | 97.6 | 98.3 | 95.6 | 96.2 | 98.2 | 100 | 98.2 | 97.7 |
| Dual Wheeled | 9 | 2 | 11 | 2 | 5 | 7 | 18 | 0 | 18 | 36 |
| % Dual Wheeled | 1.4 | 0.3 | 0.9 | 1.7 | 1.3 | 1.4 | 1 | 0 | 1 | 1 |
| Buses | 3 | 16 | 19 | 0 | 12 | 12 | 15 | 0 | 15 | 46 |
| % Buses | 0.5 | 2.7 | 1.5 | 0 | 3.1 | 2.4 | 0.8 | 0 | 0.8 | 1.3 |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 86 | 67 | 153 | 16 | 54 | 70 | 216 | 2 | 218 | 441 |
| 03:15 PM | 82 | 82 | 164 | 14 | 51 | 65 | 328 | 2 | 330 | 559 |
| 03:30 PM | 120 | 113 | 233 | 15 | 49 | 64 | 382 | 0 | 382 | 679 |
| 03:45 PM | 74 | 73 | 147 | 14 | 41 | 55 | 419 | 0 | 419 | 621 |
| Total Volume | 362 | 335 | 697 | 59 | 195 | 254 | 1345 | 4 | 1349 | 2300 |
| % App. Total | 51.9 | 48.1 | | 23.2 | 76.8 | | 99.7 | 0.3 | | |
| PHF | .754 | .741 | .748 | .922 | .903 | .907 | .803 | .500 | .805 | .847 |

City of Los Angeles
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E/W: I-405 Southbound Ramps
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:00 PM | | | 03:00 PM | | |
|--------------|------------|------------|------------|-----------|-----------|-----------|------------|----------|------------|
| +0 mins. | 86 | 67 | 153 | 16 | 54 | 70 | 216 | 2 | 218 |
| +15 mins. | 82 | 82 | 164 | 14 | 51 | 65 | 328 | 2 | 330 |
| +30 mins. | 120 | 113 | 233 | 15 | 49 | 64 | 382 | 0 | 382 |
| +45 mins. | 74 | 73 | 147 | 14 | 41 | 55 | 419 | 0 | 419 |
| Total Volume | 362 | 335 | 697 | 59 | 195 | 254 | 1345 | 4 | 1349 |
| % App. Total | 51.9 | 48.1 | | 23.2 | 76.8 | | 99.7 | 0.3 | |
| PHF | .754 | .741 | .748 | .922 | .903 | .907 | .803 | .500 | .805 |

City of Los Angeles
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E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SMD
Site Code : 16616030
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Groups Printed- Passenger Vehicles

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|-------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 61 | 54 | 115 | 16 | 31 | 47 | 79 | 4 | 83 | 245 |
| 02:15 PM | 77 | 61 | 138 | 16 | 54 | 70 | 117 | 2 | 119 | 327 |
| 02:30 PM | 95 | 74 | 169 | 19 | 41 | 60 | 151 | 4 | 155 | 384 |
| 02:45 PM | 61 | 62 | 123 | 9 | 54 | 63 | 153 | 1 | 154 | 340 |
| Total | 294 | 251 | 545 | 60 | 180 | 240 | 500 | 11 | 511 | 1296 |
| 03:00 PM | 86 | 66 | 152 | 16 | 52 | 68 | 213 | 2 | 215 | 435 |
| 03:15 PM | 81 | 79 | 160 | 14 | 50 | 64 | 322 | 2 | 324 | 548 |
| 03:30 PM | 118 | 109 | 227 | 15 | 48 | 63 | 376 | 0 | 376 | 666 |
| 03:45 PM | 69 | 68 | 137 | 13 | 39 | 52 | 412 | 0 | 412 | 601 |
| Total | 354 | 322 | 676 | 58 | 189 | 247 | 1323 | 4 | 1327 | 2250 |
| Grand Total | 648 | 573 | 1221 | 118 | 369 | 487 | 1823 | 15 | 1838 | 3546 |
| Apprch % | 53.1 | 46.9 | | 24.2 | 75.8 | | 99.2 | 0.8 | | |
| Total % | 18.3 | 16.2 | 34.4 | 3.3 | 10.4 | 13.7 | 51.4 | 0.4 | 51.8 | |

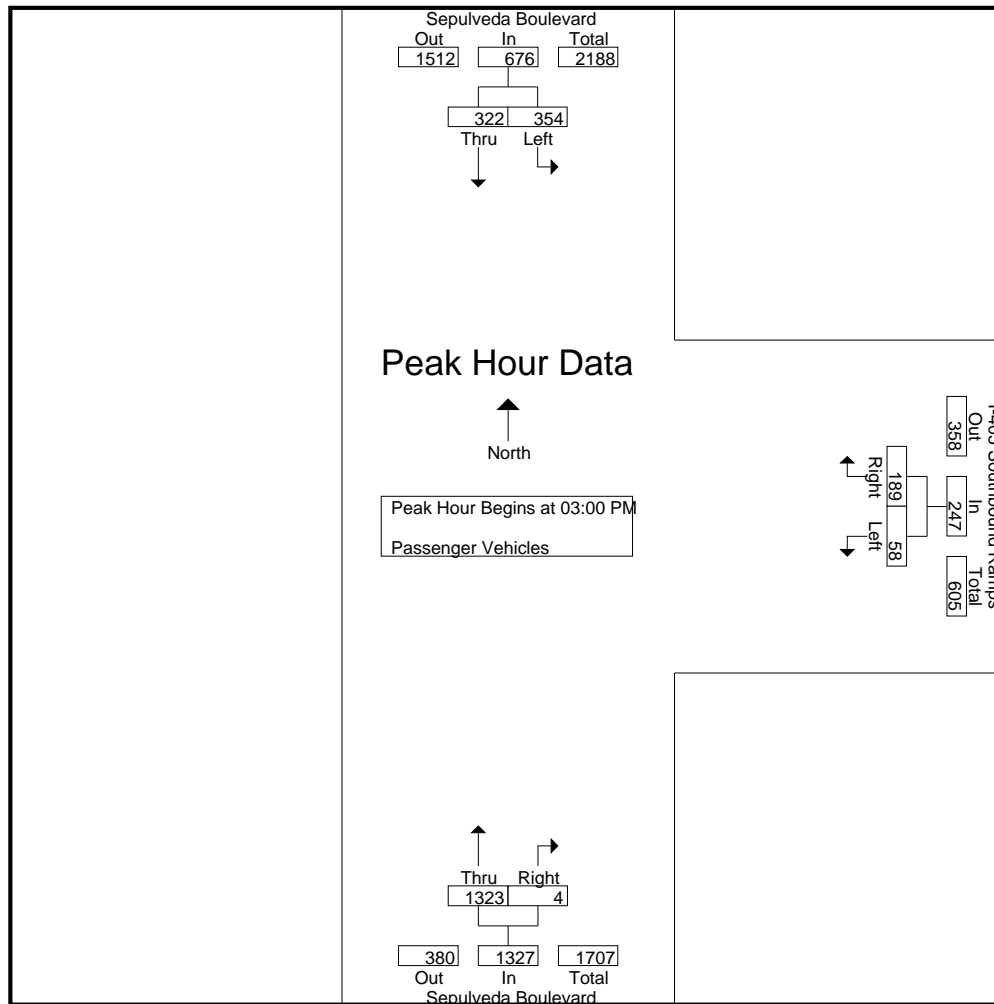
| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--------------|-----------------------------------|------------|------------|-------------------------------------|-----------|------------|-----------------------------------|----------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 86 | 66 | 152 | 16 | 52 | 68 | 213 | 2 | 215 | 435 |
| 03:15 PM | 81 | 79 | 160 | 14 | 50 | 64 | 322 | 2 | 324 | 548 |
| 03:30 PM | 118 | 109 | 227 | 15 | 48 | 63 | 376 | 0 | 376 | 666 |
| 03:45 PM | 69 | 68 | 137 | 13 | 39 | 52 | 412 | 0 | 412 | 601 |
| Total Volume | 354 | 322 | 676 | 58 | 189 | 247 | 1323 | 4 | 1327 | 2250 |
| % App. Total | 52.4 | 47.6 | | 23.5 | 76.5 | | 99.7 | 0.3 | | |
| PHF | .750 | .739 | .744 | .906 | .909 | .908 | .803 | .500 | .805 | .845 |

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:00 PM | | | 03:00 PM | | |
|--------------|------------|------------|------------|-----------|-----------|-----------|------------|----------|------------|
| +0 mins. | 86 | 66 | 152 | 16 | 52 | 68 | 213 | 2 | 215 |
| +15 mins. | 81 | 79 | 160 | 14 | 50 | 64 | 322 | 2 | 324 |
| +30 mins. | 118 | 109 | 227 | 15 | 48 | 63 | 376 | 0 | 376 |
| +45 mins. | 69 | 68 | 137 | 13 | 39 | 52 | 412 | 0 | 412 |
| Total Volume | 354 | 322 | 676 | 58 | 189 | 247 | 1323 | 4 | 1327 |
| % App. Total | 52.4 | 47.6 | | 23.5 | 76.5 | | 99.7 | 0.3 | |
| PHF | .750 | .739 | .744 | .906 | .909 | .908 | .803 | .500 | .805 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SMD
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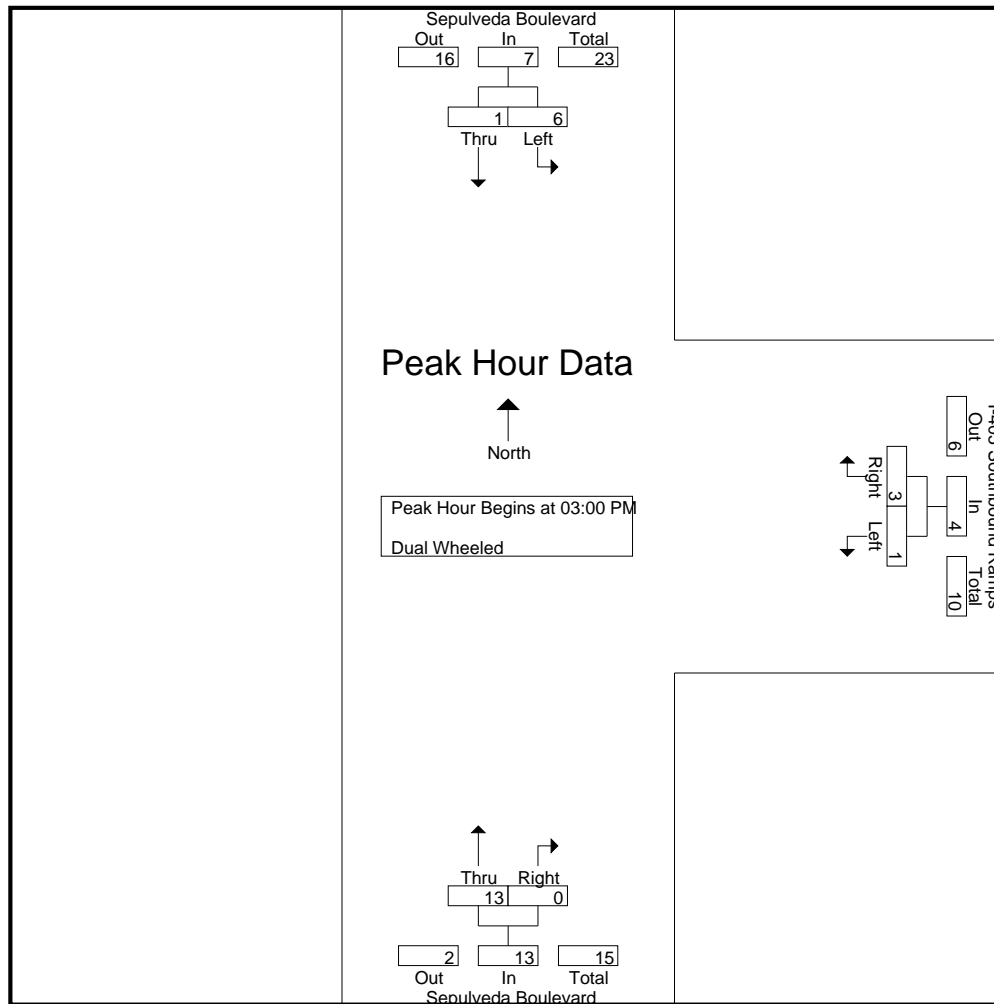
Groups Printed- Dual Wheeled

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|-------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 4 |
| 02:15 PM | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 2 | 4 |
| 02:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total | 3 | 1 | 4 | 1 | 2 | 3 | 5 | 0 | 5 | 12 |
| 03:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 |
| 03:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 5 | 6 |
| 03:30 PM | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 03:45 PM | 5 | 0 | 5 | 1 | 1 | 2 | 5 | 0 | 5 | 12 |
| Total | 6 | 1 | 7 | 1 | 3 | 4 | 13 | 0 | 13 | 24 |
| Grand Total | 9 | 2 | 11 | 2 | 5 | 7 | 18 | 0 | 18 | 36 |
| Apprch % | 81.8 | 18.2 | | 28.6 | 71.4 | | 100 | 0 | | |
| Total % | 25 | 5.6 | 30.6 | 5.6 | 13.9 | 19.4 | 50 | 0 | 50 | |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 |
| 03:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 5 | 6 |
| 03:30 PM | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 03:45 PM | 5 | 0 | 5 | 1 | 1 | 2 | 5 | 0 | 5 | 12 |
| Total Volume | 6 | 1 | 7 | 1 | 3 | 4 | 13 | 0 | 13 | 24 |
| % App. Total | 85.7 | 14.3 | | 25 | 75 | | 100 | 0 | | |
| PHF | .300 | .250 | .350 | .250 | .750 | .500 | .650 | .000 | .650 | .500 |

City of Los Angeles
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E/W: I-405 Southbound Ramps
Weather: Clear

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:00 PM | | | 03:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 5 |
| +30 mins. | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 2 |
| +45 mins. | 5 | 0 | 5 | 1 | 1 | 2 | 5 | 0 | 5 |
| Total Volume | 6 | 1 | 7 | 1 | 3 | 4 | 13 | 0 | 13 |
| % App. Total | 85.7 | 14.3 | | 25 | 75 | | 100 | 0 | |
| PHF | .300 | .250 | .350 | .250 | .750 | .500 | .650 | .000 | .650 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SMD
Site Code : 16616030
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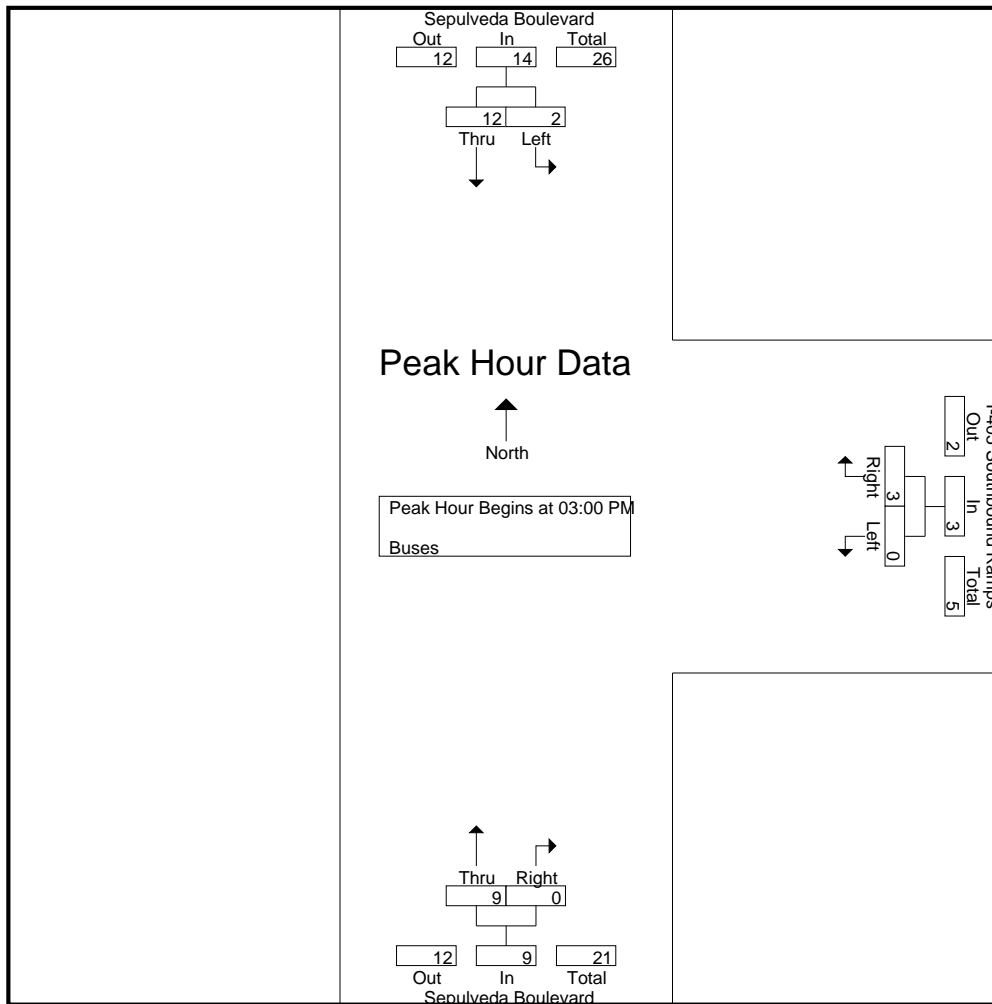
Groups Printed- Buses

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|-------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 02:00 PM | 0 | 1 | 1 | 0 | 3 | 3 | 2 | 0 | 2 | 6 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 02:30 PM | 0 | 1 | 1 | 0 | 3 | 3 | 2 | 0 | 2 | 6 |
| 02:45 PM | 1 | 2 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 6 |
| Total | 1 | 4 | 5 | 0 | 9 | 9 | 6 | 0 | 6 | 20 |
| 03:00 PM | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 4 |
| 03:15 PM | 1 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 03:30 PM | 1 | 3 | 4 | 0 | 1 | 1 | 4 | 0 | 4 | 9 |
| 03:45 PM | 0 | 5 | 5 | 0 | 1 | 1 | 2 | 0 | 2 | 8 |
| Total | 2 | 12 | 14 | 0 | 3 | 3 | 9 | 0 | 9 | 26 |
| Grand Total | 3 | 16 | 19 | 0 | 12 | 12 | 15 | 0 | 15 | 46 |
| Apprch % | 15.8 | 84.2 | | 0 | 100 | | 100 | 0 | | |
| Total % | 6.5 | 34.8 | 41.3 | 0 | 26.1 | 26.1 | 32.6 | 0 | 32.6 | |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 4 |
| 03:15 PM | 1 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 03:30 PM | 1 | 3 | 4 | 0 | 1 | 1 | 4 | 0 | 4 | 9 |
| 03:45 PM | 0 | 5 | 5 | 0 | 1 | 1 | 2 | 0 | 2 | 8 |
| Total Volume | 2 | 12 | 14 | 0 | 3 | 3 | 9 | 0 | 9 | 26 |
| % App. Total | 14.3 | 85.7 | | 0 | 100 | | 100 | 0 | | |
| PHF | .500 | .600 | .700 | .000 | .750 | .750 | .563 | .000 | .563 | .722 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:00 PM | | | 03:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 2 |
| +15 mins. | 1 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 1 | 3 | 4 | 0 | 1 | 1 | 4 | 0 | 4 |
| +45 mins. | 0 | 5 | 5 | 0 | 1 | 1 | 2 | 0 | 2 |
| Total Volume | 2 | 12 | 14 | 0 | 3 | 3 | 9 | 0 | 9 |
| % App. Total | 14.3 | 85.7 | | 0 | 100 | | 100 | 0 | |
| PHF | .500 | .600 | .700 | .000 | .750 | .750 | .563 | .000 | .563 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SPM
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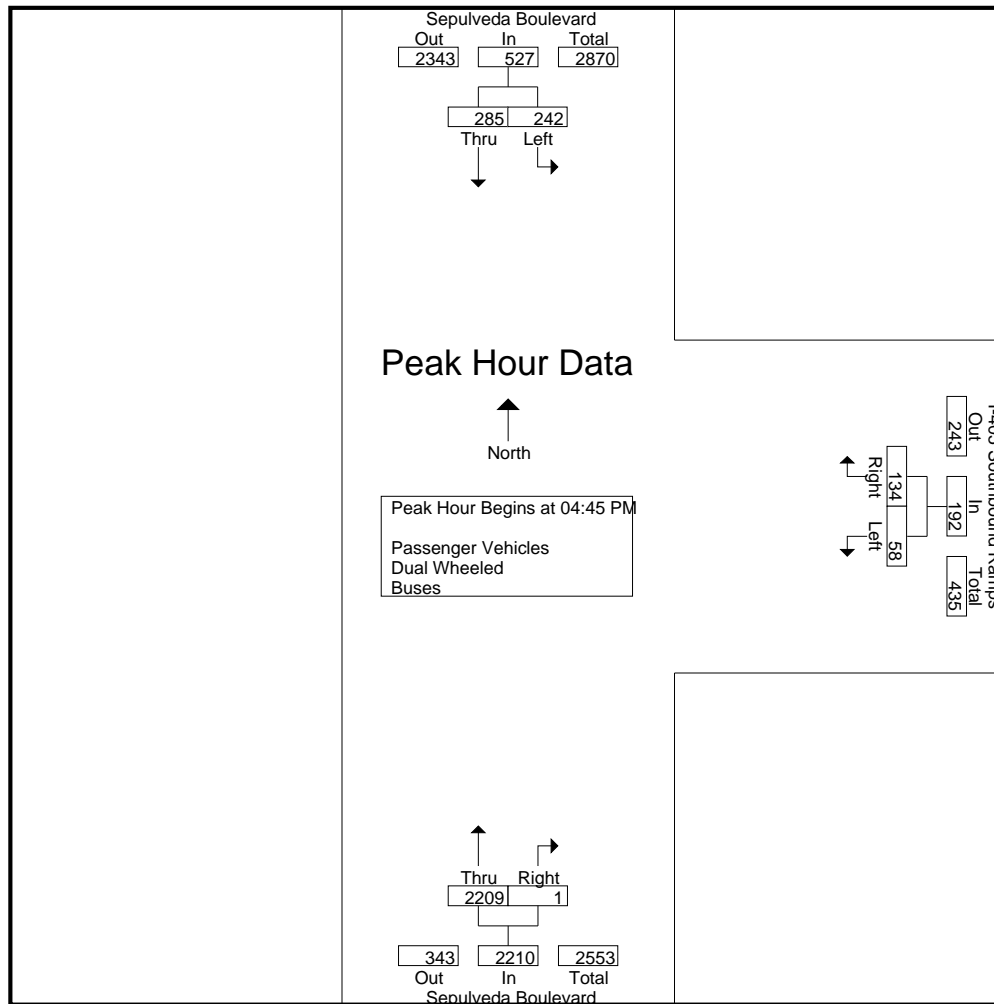
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|----------------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 71 | 65 | 136 | 18 | 31 | 49 | 452 | 4 | 456 | 641 |
| 04:15 PM | 63 | 56 | 119 | 17 | 31 | 48 | 484 | 1 | 485 | 652 |
| 04:30 PM | 63 | 57 | 120 | 14 | 28 | 42 | 454 | 0 | 454 | 616 |
| 04:45 PM | 50 | 70 | 120 | 10 | 28 | 38 | 583 | 1 | 584 | 742 |
| Total | 247 | 248 | 495 | 59 | 118 | 177 | 1973 | 6 | 1979 | 2651 |
| 05:00 PM | 78 | 79 | 157 | 23 | 41 | 64 | 555 | 0 | 555 | 776 |
| 05:15 PM | 55 | 76 | 131 | 14 | 39 | 53 | 545 | 0 | 545 | 729 |
| 05:30 PM | 59 | 60 | 119 | 11 | 26 | 37 | 526 | 0 | 526 | 682 |
| 05:45 PM | 34 | 66 | 100 | 16 | 31 | 47 | 587 | 0 | 587 | 734 |
| Total | 226 | 281 | 507 | 64 | 137 | 201 | 2213 | 0 | 2213 | 2921 |
| Grand Total | 473 | 529 | 1002 | 123 | 255 | 378 | 4186 | 6 | 4192 | 5572 |
| Apprch % | 47.2 | 52.8 | | 32.5 | 67.5 | | 99.9 | 0.1 | | |
| Total % | 8.5 | 9.5 | 18 | 2.2 | 4.6 | 6.8 | 75.1 | 0.1 | 75.2 | |
| Passenger Vehicles | 463 | 516 | 979 | 122 | 237 | 359 | 4152 | 6 | 4158 | 5496 |
| % Passenger Vehicles | 97.9 | 97.5 | 97.7 | 99.2 | 92.9 | 95 | 99.2 | 100 | 99.2 | 98.6 |
| Dual Wheeled | 9 | 6 | 15 | 1 | 12 | 13 | 23 | 0 | 23 | 51 |
| % Dual Wheeled | 1.9 | 1.1 | 1.5 | 0.8 | 4.7 | 3.4 | 0.5 | 0 | 0.5 | 0.9 |
| Buses | 1 | 7 | 8 | 0 | 6 | 6 | 11 | 0 | 11 | 25 |
| % Buses | 0.2 | 1.3 | 0.8 | 0 | 2.4 | 1.6 | 0.3 | 0 | 0.3 | 0.4 |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|-----------|------------|-------------------------------------|-----------|------------|-----------------------------------|----------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 50 | 70 | 120 | 10 | 28 | 38 | 583 | 1 | 584 | 742 |
| 05:00 PM | 78 | 79 | 157 | 23 | 41 | 64 | 555 | 0 | 555 | 776 |
| 05:15 PM | 55 | 76 | 131 | 14 | 39 | 53 | 545 | 0 | 545 | 729 |
| 05:30 PM | 59 | 60 | 119 | 11 | 26 | 37 | 526 | 0 | 526 | 682 |
| Total Volume | 242 | 285 | 527 | 58 | 134 | 192 | 2209 | 1 | 2210 | 2929 |
| % App. Total | 45.9 | 54.1 | | 30.2 | 69.8 | | 100 | 0 | | |
| PHF | .776 | .902 | .839 | .630 | .817 | .750 | .947 | .250 | .946 | .944 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SPM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|--------------|-----------|-----------|------------|-----------|-----------|-----------|------------|----------|------------|
| +0 mins. | 50 | 70 | 120 | 10 | 28 | 38 | 583 | 1 | 584 |
| +15 mins. | 78 | 79 | 157 | 23 | 41 | 64 | 555 | 0 | 555 |
| +30 mins. | 55 | 76 | 131 | 14 | 39 | 53 | 545 | 0 | 545 |
| +45 mins. | 59 | 60 | 119 | 11 | 26 | 37 | 526 | 0 | 526 |
| Total Volume | 242 | 285 | 527 | 58 | 134 | 192 | 2209 | 1 | 2210 |
| % App. Total | 45.9 | 54.1 | | 30.2 | 69.8 | | 100 | 0 | |
| PHF | .776 | .902 | .839 | .630 | .817 | .750 | .947 | .250 | .946 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SPM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 1

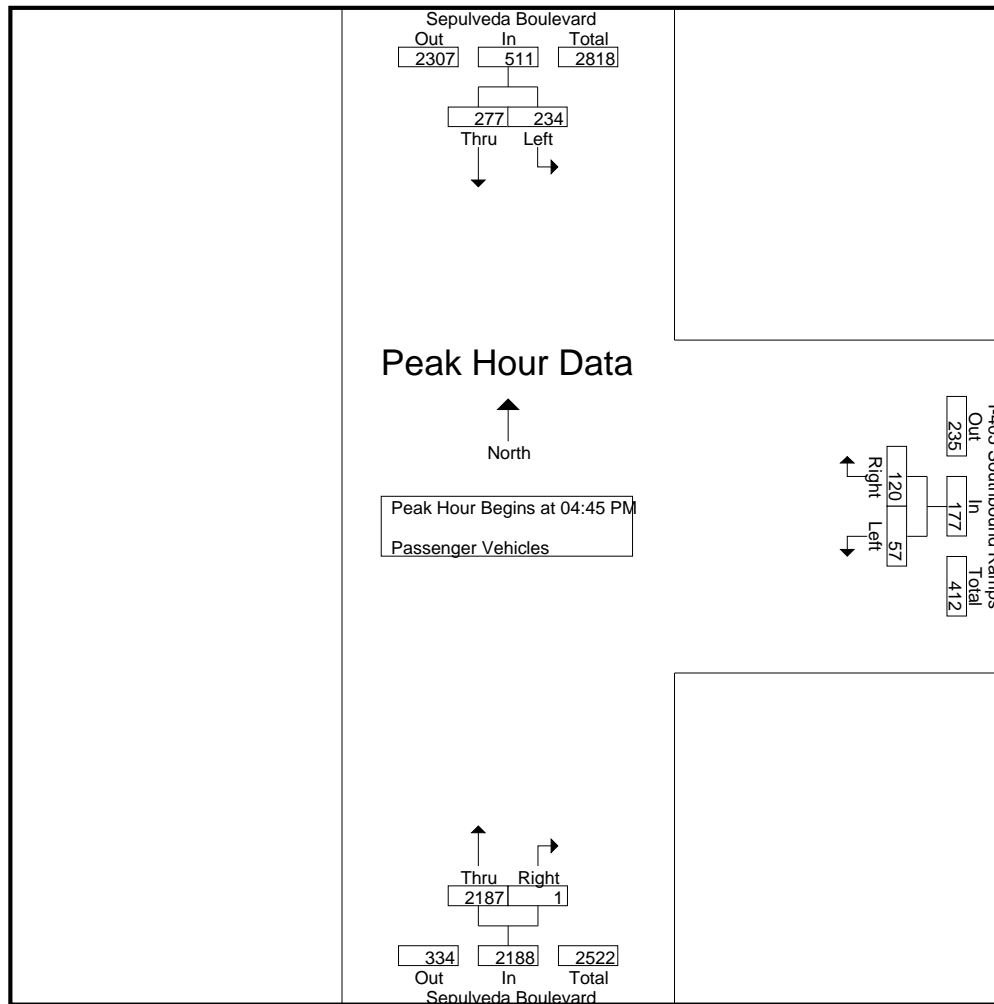
Groups Printed- Passenger Vehicles

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|-------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 71 | 64 | 135 | 18 | 29 | 47 | 446 | 4 | 450 | 632 |
| 04:15 PM | 61 | 54 | 115 | 17 | 31 | 48 | 483 | 1 | 484 | 647 |
| 04:30 PM | 63 | 57 | 120 | 14 | 26 | 40 | 454 | 0 | 454 | 614 |
| 04:45 PM | 47 | 68 | 115 | 10 | 27 | 37 | 577 | 1 | 578 | 730 |
| Total | 242 | 243 | 485 | 59 | 113 | 172 | 1960 | 6 | 1966 | 2623 |
| 05:00 PM | 76 | 77 | 153 | 22 | 39 | 61 | 548 | 0 | 548 | 762 |
| 05:15 PM | 54 | 75 | 129 | 14 | 32 | 46 | 542 | 0 | 542 | 717 |
| 05:30 PM | 57 | 57 | 114 | 11 | 22 | 33 | 520 | 0 | 520 | 667 |
| 05:45 PM | 34 | 64 | 98 | 16 | 31 | 47 | 582 | 0 | 582 | 727 |
| Total | 221 | 273 | 494 | 63 | 124 | 187 | 2192 | 0 | 2192 | 2873 |
| Grand Total | 463 | 516 | 979 | 122 | 237 | 359 | 4152 | 6 | 4158 | 5496 |
| Apprch % | 47.3 | 52.7 | | 34 | 66 | | 99.9 | 0.1 | | |
| Total % | 8.4 | 9.4 | 17.8 | 2.2 | 4.3 | 6.5 | 75.5 | 0.1 | 75.7 | |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|-----------|------------|-------------------------------------|-----------|------------|-----------------------------------|----------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 47 | 68 | 115 | 10 | 27 | 37 | 577 | 1 | 578 | 730 |
| 05:00 PM | 76 | 77 | 153 | 22 | 39 | 61 | 548 | 0 | 548 | 762 |
| 05:15 PM | 54 | 75 | 129 | 14 | 32 | 46 | 542 | 0 | 542 | 717 |
| 05:30 PM | 57 | 57 | 114 | 11 | 22 | 33 | 520 | 0 | 520 | 667 |
| Total Volume | 234 | 277 | 511 | 57 | 120 | 177 | 2187 | 1 | 2188 | 2876 |
| % App. Total | 45.8 | 54.2 | | 32.2 | 67.8 | | 100 | 0 | | |
| PHF | .770 | .899 | .835 | .648 | .769 | .725 | .948 | .250 | .946 | .944 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SPM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 47 | 68 | 115 | 10 | 27 | 37 | 577 | 1 | 578 |
| +15 mins. | 76 | 77 | 153 | 22 | 39 | 61 | 548 | 0 | 548 |
| +30 mins. | 54 | 75 | 129 | 14 | 32 | 46 | 542 | 0 | 542 |
| +45 mins. | 57 | 57 | 114 | 11 | 22 | 33 | 520 | 0 | 520 |
| Total Volume | 234 | 277 | 511 | 57 | 120 | 177 | 2187 | 1 | 2188 |
| % App. Total | 45.8 | 54.2 | | 32.2 | 67.8 | | 100 | 0 | |
| PHF | .770 | .899 | .835 | .648 | .769 | .725 | .948 | .250 | .946 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SPM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 1

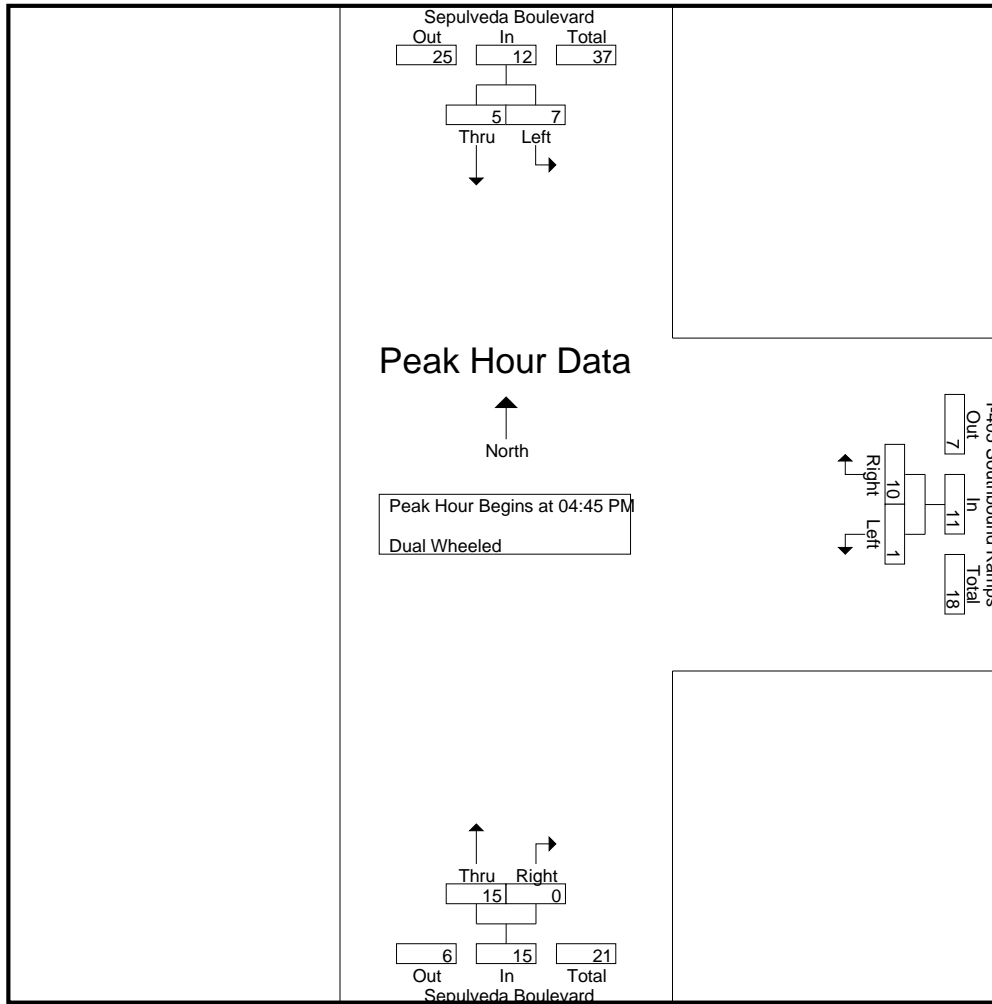
Groups Printed- Dual Wheeled

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|-------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 5 | 6 |
| 04:15 PM | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:45 PM | 2 | 1 | 3 | 0 | 1 | 1 | 4 | 0 | 4 | 8 |
| Total | 4 | 1 | 5 | 0 | 3 | 3 | 10 | 0 | 10 | 18 |
| 05:00 PM | 2 | 1 | 3 | 1 | 2 | 3 | 5 | 0 | 5 | 11 |
| 05:15 PM | 1 | 1 | 2 | 0 | 3 | 3 | 2 | 0 | 2 | 7 |
| 05:30 PM | 2 | 2 | 4 | 0 | 4 | 4 | 4 | 0 | 4 | 12 |
| 05:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| Total | 5 | 5 | 10 | 1 | 9 | 10 | 13 | 0 | 13 | 33 |
| Grand Total | 9 | 6 | 15 | 1 | 12 | 13 | 23 | 0 | 23 | 51 |
| Apprch % | 60 | 40 | | 7.7 | 92.3 | | 100 | 0 | | |
| Total % | 17.6 | 11.8 | 29.4 | 2 | 23.5 | 25.5 | 45.1 | 0 | 45.1 | |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 2 | 1 | 3 | 0 | 1 | 1 | 4 | 0 | 4 | 8 |
| 05:00 PM | 2 | 1 | 3 | 1 | 2 | 3 | 5 | 0 | 5 | 11 |
| 05:15 PM | 1 | 1 | 2 | 0 | 3 | 3 | 2 | 0 | 2 | 7 |
| 05:30 PM | 2 | 2 | 4 | 0 | 4 | 4 | 4 | 0 | 4 | 12 |
| Total Volume | 7 | 5 | 12 | 1 | 10 | 11 | 15 | 0 | 15 | 38 |
| % App. Total | 58.3 | 41.7 | | 9.1 | 90.9 | | 100 | 0 | | |
| PHF | .875 | .625 | .750 | .250 | .625 | .688 | .750 | .000 | .750 | .792 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SPM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 2 | 1 | 3 | 0 | 1 | 1 | 4 | 0 | 4 |
| +15 mins. | 2 | 1 | 3 | 1 | 2 | 3 | 5 | 0 | 5 |
| +30 mins. | 1 | 1 | 2 | 0 | 3 | 3 | 2 | 0 | 2 |
| +45 mins. | 2 | 2 | 4 | 0 | 4 | 4 | 4 | 0 | 4 |
| Total Volume | 7 | 5 | 12 | 1 | 10 | 11 | 15 | 0 | 15 |
| % App. Total | 58.3 | 41.7 | | 9.1 | 90.9 | | 100 | 0 | |
| PHF | .875 | .625 | .750 | .250 | .625 | .688 | .750 | .000 | .750 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SPM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 1

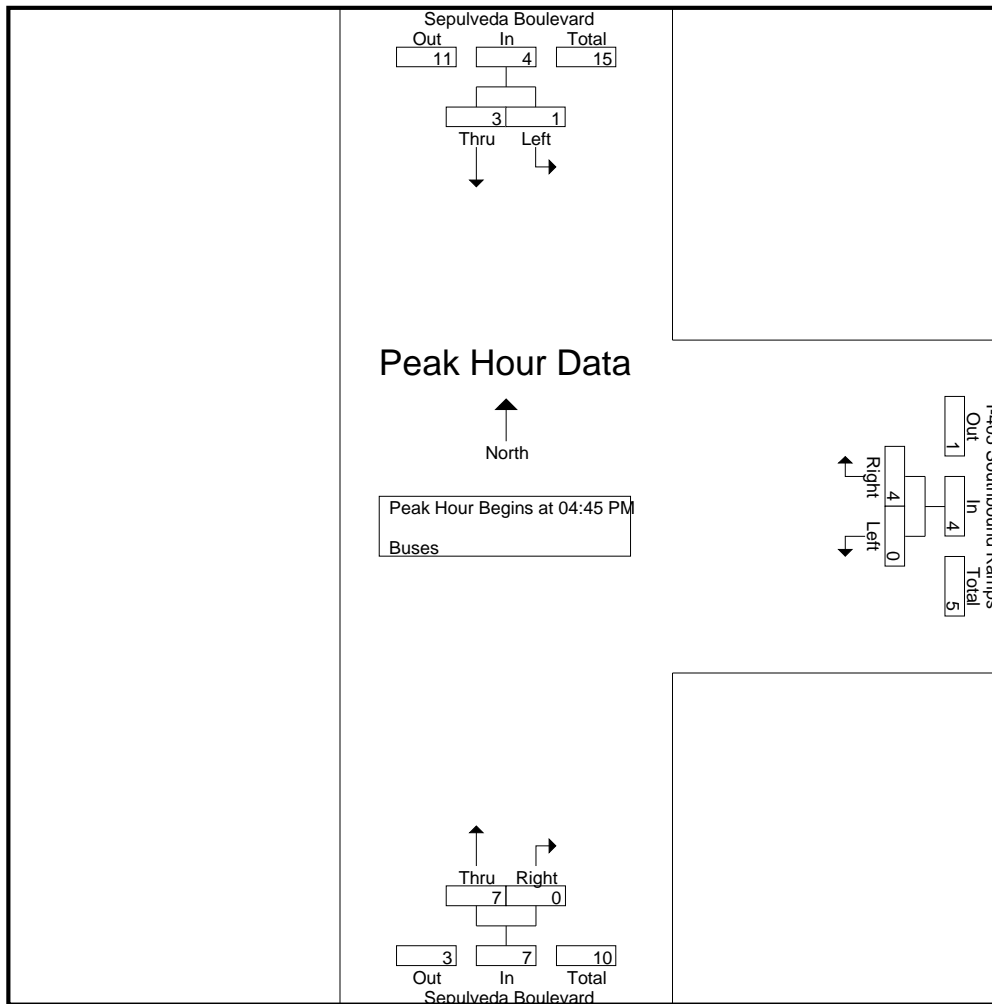
Groups Printed- Buses

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|-------------|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 3 |
| 04:15 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:45 PM | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Total | 1 | 4 | 5 | 0 | 2 | 2 | 3 | 0 | 3 | 10 |
| 05:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 1 | 5 |
| 05:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 05:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| Total | 0 | 3 | 3 | 0 | 4 | 4 | 8 | 0 | 8 | 15 |
| Grand Total | 1 | 7 | 8 | 0 | 6 | 6 | 11 | 0 | 11 | 25 |
| Apprch % | 12.5 | 87.5 | | 0 | 100 | | 100 | 0 | | |
| Total % | 4 | 28 | 32 | 0 | 24 | 24 | 44 | 0 | 44 | |

| | Sepulveda Boulevard Southbound | | | I-405 Southbound Ramps Westbound | | | Sepulveda Boulevard Northbound | | | |
|--|-----------------------------------|------|------------|-------------------------------------|-------|------------|-----------------------------------|-------|------------|------------|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 05:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 1 | 5 |
| 05:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| Total Volume | 1 | 3 | 4 | 0 | 4 | 4 | 7 | 0 | 7 | 15 |
| % App. Total | 25 | 75 | | 0 | 100 | | 100 | 0 | | |
| PHF | .250 | .750 | .500 | .000 | .250 | .250 | .875 | .000 | .875 | .750 |

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACSE405SPM
Site Code : 16616030
Start Date : 2/2/2016
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 2 |
| +15 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 1 |
| +45 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total Volume | 1 | 3 | 4 | 0 | 4 | 4 | 7 | 0 | 7 |
| % App. Total | 25 | 75 | | 0 | 100 | | 100 | 0 | |
| PHF | .250 | .750 | .500 | .000 | .250 | .250 | .875 | .000 | .875 |



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

Mulholland Drive

East/West

Walt Disney Drive

Day: Tuesday Date: January 26, 2016 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: 0 I/S CODE 0

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 11 | 12 | 0 | 1 |
| BIKES | 8 | 5 | 0 | 2 |
| BUSES | 67 | 68 | 0 | 10 |

| | N/B TIME | S/B TIME | E/B TIME | W/B TIME |
|--------------|----------|-----------|----------|----------|
| AM PK 15 MIN | 246 7.45 | 322 8.45 | 68 7.15 | 78 8.00 |
| PM PK 15 MIN | 207 3.00 | 170 3.15 | 41 3.30 | 75 3.15 |
| AM PK HOUR | 754 7.15 | 1102 8.15 | 122 7.00 | 223 7.30 |
| PM PK HOUR | 768 4.45 | 466 3.00 | 84 3.00 | 167 3.15 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|------|-----|-------|
| 7-8 | 2 | 537 | 131 | 670 |
| 8-9 | 0 | 321 | 116 | 437 |
| 9-10 | 1 | 156 | 8 | 165 |
| 3-4 | 1 | 622 | 53 | 676 |
| 4-5 | 0 | 667 | 48 | 715 |
| 5-6 | 0 | 715 | 2 | 717 |
| TOTAL | 4 | 3018 | 358 | 3380 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|----|-------|
| 7-8 | 24 | 989 | 1 | 1014 |
| 8-9 | 47 | 1045 | 0 | 1092 |
| 9-10 | 7 | 960 | 0 | 967 |
| 3-4 | 21 | 444 | 1 | 466 |
| 4-5 | 13 | 288 | 0 | 301 |
| 5-6 | 1 | 279 | 0 | 280 |
| TOTAL | 113 | 4005 | 2 | 4120 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|------|-----|-----|-----|-----|
| 1684 | 0 | 0 | 2 | 0 |
| 1529 | 0 | 0 | 0 | 0 |
| 1132 | 0 | 0 | 0 | 0 |
| 1142 | 0 | 0 | 0 | 0 |
| 1016 | 0 | 0 | 0 | 0 |
| 997 | 0 | 0 | 0 | 0 |
| 7500 | 0 | 0 | 2 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|----|-----|-------|
| 7-8 | 26 | 1 | 95 | 122 |
| 8-9 | 8 | 0 | 3 | 11 |
| 9-10 | 4 | 0 | 3 | 7 |
| 3-4 | 30 | 1 | 53 | 84 |
| 4-5 | 4 | 0 | 19 | 23 |
| 5-6 | 5 | 0 | 17 | 22 |
| TOTAL | 77 | 2 | 190 | 269 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|----|-----|-------|
| 7-8 | 77 | 0 | 13 | 90 |
| 8-9 | 127 | 1 | 38 | 166 |
| 9-10 | 12 | 0 | 0 | 12 |
| 3-4 | 109 | 0 | 27 | 136 |
| 4-5 | 92 | 0 | 36 | 128 |
| 5-6 | 11 | 1 | 8 | 20 |
| TOTAL | 428 | 2 | 122 | 552 |

TOTAL

XING W/L

XING E/L

| E-W | Ped | Sch | Ped | Sch |
|-----|-----|-----|-----|-----|
| 212 | 2 | 0 | 0 | 0 |
| 177 | 1 | 0 | 0 | 0 |
| 19 | 0 | 0 | 0 | 0 |
| 220 | 0 | 0 | 0 | 0 |
| 151 | 0 | 0 | 1 | 0 |
| 42 | 0 | 0 | 0 | 0 |
| 821 | 3 | 0 | 1 | 0 |



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Skirball Center Drive

East/West Mulholland Drive

Day: Tuesday **Date:** January 26, 2016 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** East Valley **I/S CODE** 42652

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------------|------------|------------|------------|------------|
| DUAL-WHEELED | 58 | 0 | 15 | 51 |
| BIKES | 9 | 9 | 0 | 2 |
| BUSES | 32 | 0 | 58 | 26 |

| | <u>N/B</u> | <u>TIME</u> | <u>S/B</u> | <u>TIME</u> | <u>E/B</u> | <u>TIME</u> | <u>W/B</u> | <u>TIME</u> |
|---------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| <i>AM PK 15 MIN</i> | 217 | 7.15 | 0 | 7.00 | 354 | 8.45 | 242 | 7.15 |
| <i>PM PK 15 MIN</i> | 202 | 3.00 | 0 | 3.00 | 219 | 3.15 | 229 | 3.45 |
| <i>AM PK HOUR</i> | 805 | 7.15 | 0 | 7.00 | 1242 | 8.15 | 887 | 7.00 |
| <i>PM PK HOUR</i> | 725 | 4.45 | 0 | 3.00 | 621 | 3.15 | 853 | 3.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|----|------|-------|
| 7-8 | 469 | 0 | 327 | 796 |
| 8-9 | 196 | 0 | 284 | 480 |
| 9-10 | 85 | 0 | 282 | 367 |
| 3-4 | 385 | 0 | 301 | 686 |
| 4-5 | 363 | 0 | 301 | 664 |
| 5-6 | 369 | 0 | 318 | 687 |
| TOTAL | 1867 | 0 | 1813 | 3680 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|----|-------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|-------------|----------|----------|----------|----------|
| 796 | 2 | 4 | 0 | 0 |
| 480 | 1 | 2 | 0 | 0 |
| 367 | 0 | 0 | 0 | 0 |
| 686 | 0 | 0 | 0 | 0 |
| 664 | 0 | 2 | 0 | 0 |
| 687 | 0 | 0 | 0 | 0 |
| 3680 | 3 | 8 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|------|------|-------|
| 7-8 | 0 | 516 | 570 | 1086 |
| 8-9 | 0 | 631 | 602 | 1233 |
| 9-10 | 0 | 437 | 676 | 1113 |
| 3-4 | 0 | 233 | 383 | 616 |
| 4-5 | 0 | 186 | 216 | 402 |
| 5-6 | 0 | 150 | 187 | 337 |
| TOTAL | 0 | 2153 | 2634 | 4787 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|------|----|-------|
| 7-8 | 452 | 435 | 0 | 887 |
| 8-9 | 415 | 263 | 0 | 678 |
| 9-10 | 557 | 100 | 1 | 658 |
| 3-4 | 496 | 357 | 0 | 853 |
| 4-5 | 352 | 371 | 0 | 723 |
| 5-6 | 302 | 389 | 0 | 691 |
| TOTAL | 2574 | 1915 | 1 | 4490 |

TOTAL

XING W/L

XING E/L

| E-W | Ped | Sch | Ped | Sch |
|-------------|----------|----------|----------|----------|
| 1973 | 0 | 0 | 0 | 0 |
| 1911 | 0 | 0 | 0 | 0 |
| 1771 | 0 | 0 | 0 | 0 |
| 1469 | 0 | 0 | 0 | 0 |
| 1125 | 0 | 0 | 0 | 0 |
| 1028 | 0 | 0 | 0 | 0 |
| 9277 | 0 | 0 | 0 | 0 |



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Skirball Center Drive

East/West I-405 Northbound Ramps

Day: Tuesday Date: January 26, 2016 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: 0 I/S CODE 0

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 40 | 57 | 49 | 0 |
| BIKES | 1 | 3 | 0 | 0 |
| BUSES | 21 | 43 | 17 | 0 |

| | N/B TIME | S/B TIME | E/B TIME | W/B TIME |
|--------------|----------|-----------|----------|----------|
| AM PK 15 MIN | 87 7.45 | 344 7.00 | 177 7.30 | 0 7.00 |
| PM PK 15 MIN | 193 3.15 | 262 3.15 | 166 5.15 | 0 3.00 |
| AM PK HOUR | 272 7.15 | 1275 9.00 | 622 7.00 | 0 7.00 |
| PM PK HOUR | 682 3.00 | 883 3.00 | 624 4.45 | 0 3.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|------|----|-------|
| 7-8 | 53 | 208 | 0 | 261 |
| 8-9 | 56 | 156 | 0 | 212 |
| 9-10 | 61 | 134 | 0 | 195 |
| 3-4 | 314 | 368 | 0 | 682 |
| 4-5 | 286 | 318 | 0 | 604 |
| 5-6 | 258 | 288 | 0 | 546 |
| TOTAL | 1028 | 1472 | 0 | 2500 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|------|------|-------|
| 7-8 | 0 | 855 | 166 | 1021 |
| 8-9 | 0 | 889 | 131 | 1020 |
| 9-10 | 0 | 1122 | 153 | 1275 |
| 3-4 | 0 | 483 | 400 | 883 |
| 4-5 | 0 | 313 | 277 | 590 |
| 5-6 | 0 | 277 | 227 | 504 |
| TOTAL | 0 | 3939 | 1354 | 5293 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|------|-----|-----|-----|-----|
| 1282 | 0 | 0 | 0 | 0 |
| 1232 | 0 | 0 | 0 | 0 |
| 1470 | 0 | 0 | 0 | 0 |
| 1565 | 0 | 0 | 0 | 0 |
| 1194 | 0 | 0 | 0 | 0 |
| 1050 | 0 | 0 | 0 | 0 |
| 7793 | 0 | 0 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|----|-----|-------|
| 7-8 | 591 | 0 | 31 | 622 |
| 8-9 | 337 | 0 | 33 | 370 |
| 9-10 | 239 | 0 | 43 | 282 |
| 3-4 | 314 | 0 | 55 | 369 |
| 4-5 | 350 | 0 | 111 | 461 |
| 5-6 | 406 | 0 | 217 | 623 |
| TOTAL | 2237 | 0 | 490 | 2727 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|----|----|-------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

TOTAL

XING W/L

XING E/L

| E-W | Ped | Sch | Ped | Sch |
|------|-----|-----|-----|-----|
| 622 | 7 | 2 | 0 | 0 |
| 370 | 8 | 0 | 0 | 0 |
| 282 | 0 | 0 | 0 | 0 |
| 369 | 0 | 0 | 0 | 0 |
| 461 | 0 | 0 | 0 | 0 |
| 623 | 0 | 0 | 0 | 0 |
| 2727 | 15 | 2 | 0 | 0 |



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sepulveda Boulevard

East/West Skirball Center Drive

Day: Tuesday Date: January 26, 2016 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Western I/S CODE 46735

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 77 | 98 | 4 | 54 |
| BIKES | 5 | 14 | 1 | 2 |
| BUSES | 42 | 25 | 2 | 25 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------|------|------|-----|------|------|------|
| AM PK 15 MIN | 97 | 7.45 | 574 | 9.30 | 4 | 7.15 | 355 | 9.15 |
| PM PK 15 MIN | 372 | 5.15 | 75 | 5.15 | 22 | 4.30 | 167 | 3.30 |
| AM PK HOUR | 316 | 7.15 | 2096 | 7.45 | 11 | 8.45 | 1204 | 8.45 |
| PM PK HOUR | 1418 | 4.30 | 263 | 4.45 | 56 | 4.15 | 557 | 3.15 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|------|------|-------|
| 7-8 | 2 | 71 | 224 | 297 |
| 8-9 | 17 | 101 | 153 | 271 |
| 9-10 | 6 | 127 | 145 | 278 |
| 3-4 | 7 | 638 | 628 | 1273 |
| 4-5 | 8 | 831 | 574 | 1413 |
| 5-6 | 3 | 874 | 515 | 1392 |
| TOTAL | 43 | 2642 | 2239 | 4924 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|----|-------|
| 7-8 | 42 | 1933 | 2 | 1977 |
| 8-9 | 58 | 1997 | 3 | 2058 |
| 9-10 | 48 | 2005 | 4 | 2057 |
| 3-4 | 30 | 157 | 3 | 190 |
| 4-5 | 27 | 202 | 6 | 235 |
| 5-6 | 28 | 227 | 2 | 257 |
| TOTAL | 233 | 6521 | 20 | 6774 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|-------|-----|-----|-----|-----|
| 2274 | 0 | 0 | 3 | 0 |
| 2329 | 0 | 0 | 0 | 0 |
| 2335 | 0 | 0 | 0 | 0 |
| 1463 | 0 | 0 | 0 | 0 |
| 1648 | 2 | 0 | 0 | 0 |
| 1649 | 0 | 0 | 0 | 0 |
| 11698 | 2 | 0 | 3 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|----|----|-------|
| 7-8 | 0 | 2 | 5 | 7 |
| 8-9 | 0 | 0 | 5 | 5 |
| 9-10 | 1 | 2 | 7 | 10 |
| 3-4 | 2 | 13 | 16 | 31 |
| 4-5 | 7 | 16 | 24 | 47 |
| 5-6 | 3 | 5 | 13 | 21 |
| TOTAL | 13 | 38 | 70 | 121 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|----|-----|-------|
| 7-8 | 797 | 2 | 31 | 830 |
| 8-9 | 899 | 17 | 33 | 949 |
| 9-10 | 1144 | 10 | 50 | 1204 |
| 3-4 | 456 | 5 | 80 | 541 |
| 4-5 | 276 | 3 | 161 | 440 |
| 5-6 | 270 | 5 | 236 | 511 |
| TOTAL | 3842 | 42 | 591 | 4475 |

TOTAL

XING W/L

XING E/L

| E-W | Ped | Sch | Ped | Sch |
|------|-----|-----|-----|-----|
| 837 | 0 | 0 | 0 | 0 |
| 954 | 0 | 0 | 0 | 0 |
| 1214 | 0 | 0 | 0 | 0 |
| 572 | 0 | 0 | 0 | 0 |
| 487 | 0 | 0 | 0 | 0 |
| 532 | 0 | 0 | 0 | 0 |
| 4596 | 0 | 0 | 0 | 0 |



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sepulveda Boulevard

East/West I-405 Southbound Ramps

Day: Tuesday Date: February 2, 2016 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Western I/S CODE 0

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 55 | 182 | 0 | 72 |
| BIKES | 3 | 11 | 0 | 0 |
| BUSES | 30 | 50 | 0 | 19 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------|------|------|-----|------|-----|------|
| AM PK 15 MIN | 84 | 7.45 | 906 | 9.15 | 0 | 7.00 | 215 | 7.30 |
| PM PK 15 MIN | 587 | 5.45 | 233 | 3.30 | 0 | 3.00 | 70 | 3.00 |
| AM PK HOUR | 302 | 8.30 | 3422 | 8.45 | 0 | 7.00 | 800 | 7.00 |
| PM PK HOUR | 2213 | 5.00 | 697 | 3.00 | 0 | 3.00 | 254 | 3.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|------|----|-------|
| 7-8 | 0 | 239 | 6 | 245 |
| 8-9 | 0 | 229 | 23 | 252 |
| 9-10 | 0 | 231 | 40 | 271 |
| 3-4 | 0 | 1345 | 4 | 1349 |
| 4-5 | 0 | 1973 | 6 | 1979 |
| 5-6 | 0 | 2213 | 0 | 2213 |
| TOTAL | 0 | 6230 | 79 | 6309 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|------|----|-------|
| 7-8 | 556 | 2380 | 0 | 2936 |
| 8-9 | 643 | 2611 | 0 | 3254 |
| 9-10 | 705 | 2569 | 0 | 3274 |
| 3-4 | 362 | 335 | 0 | 697 |
| 4-5 | 247 | 248 | 0 | 495 |
| 5-6 | 226 | 281 | 0 | 507 |
| TOTAL | 2739 | 8424 | 0 | 11163 |

TOTAL

| N-S |
|-------|
| 3181 |
| 3506 |
| 3545 |
| 2046 |
| 2474 |
| 2720 |
| 17472 |

XING S/L

| Ped | Sch |
|-----|-----|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

XING N/L

| Ped | Sch |
|-----|-----|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|----|----|-------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|----|-----|-------|
| 7-8 | 723 | 0 | 77 | 800 |
| 8-9 | 563 | 0 | 65 | 628 |
| 9-10 | 355 | 0 | 60 | 415 |
| 3-4 | 59 | 0 | 195 | 254 |
| 4-5 | 59 | 0 | 118 | 177 |
| 5-6 | 64 | 0 | 137 | 201 |
| TOTAL | 1823 | 0 | 652 | 2475 |

TOTAL

| E-W |
|------|
| 800 |
| 628 |
| 415 |
| 254 |
| 177 |
| 201 |
| 2475 |

XING W/L

| Ped | Sch |
|-----|-----|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

XING E/L

| Ped | Sch |
|-----|-----|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

APPENDIX B

**STUDY INTERSECTION GEOMETRICS
AND TRAFFIC CONTROL OPERATIONS**

WALT DISNEY DR.
ATSAC
+ATCS
3Ø
N-S SPLIT



PROJECT
SITE

MULHOLLAND

BLVD.

SERPUVEDA

SAN DIEGO

SKIRBALL CENTER

INTERSTATE
405

NRTOR
& OLA

ATSAC
+ATCS
3Ø

ATSAC
+ATCS
3Ø

OLA

ATSAC
+ATCS
4Ø
E-W SPLIT

OLA

OLA

ATSAC
+ATCS
3Ø

OLA

FREE

LEGEND:

- Ø :NUMBER OF SIGNAL PHASES
- ATSAC :AUTOMATED TRAFFIC SURVEILLANCE AND CONTROL
- ATCS :ADAPTIVE TRAFFIC CONTROL SYSTEM
- NRTOR :NO RIGHT-TURN ON RED
- FREE :FREE RIGHT-TURN
- OLA :RIGHT-TURN OVERLAP
- SPLIT :SPLIT PHASING
- * :ILLEGAL NB AND SB THROUGH MOVEMENTS OBSERVED IN EXISTING TRAFFIC COUNTS INCLUDED IN ANALYSIS

APPENDIX B

3/1/2018

FILE: CURTIS SCHOOL LANE-CONFIG

**STUDY INTERSECTION GEOMETRICS
AND TRAFFIC CONTROL CONDITIONS**



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

APPENDIX C
CMA/LOS CALCULATION WORKSHEETS

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | | Walt Disney Drive | | | Year of Count: 2018 | | | Ambient Growth: (%): 1 | | | Conducted by: RK | | Date: 2/28/2018 | | | | | |
|---------------------------------|---------------------|--|-------------------|-------------|--|-----------------------|-------------|---|------------------------|--------------|--------------------------------|---|--------------|--------------------------------|-------------|---|--------------|--------------|-------------|
| | East-West Street: | | Mulholland Drive | | | Projection Year: 2035 | | | Peak Hour: AM | | | Reviewed by: GR | | Project: The Curtis School | | | | | |
| | | No. of Phases | | | 3 | | | 3 | | | 3 | | | 3 | | | | | |
| | | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | 1 | | | 1 | | | 1 | | | 1 | | | | | |
| | | Right Turns: FREE-1, NRTOR-2 or OLA-3? | | | NB-- 0 SB-- 0 EB-- 0 WB-- 3 | | | NB-- 0 SB-- 0 EB-- 0 WB-- 3 | | | NB-- 0 SB-- 0 EB-- 0 WB-- 3 | | | NB-- 0 SB-- 0 EB-- 0 WB-- 3 | | | | | |
| | | ATSAC-1 or ATSAC+ATCS-2? | | | 2 | | | 2 | | | 2 | | | 2 | | | | | |
| | | Override Capacity | | | 0 | | | 0 | | | 0 | | | 0 | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 19 | 1 | 19 | 0 | 19 | 19 | -4 | 19 | 1 | 19 | 0 | 19 | 1 | 19 | 0 | 19 | 1 | 19 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 1 | 0 | 69 | 0 | 1 | 69 | 0 | 1 | 0 | 69 | 0 | 1 | 0 | 69 | 0 | 1 | 0 | 69 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 68 | 0 | 0 | 0 | 68 | 0 | -13 | 68 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 68 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | Left | 141 | 2 | 78 | 2 | 143 | 79 | 27 | 194 | 1 | 194 | 2 | 196 | 1 | 196 | 0 | 196 | 1 | 196 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 1 | 0 | 27 | 0 | 1 | 28 | 0 | 1 | 0 | 36 | 0 | 1 | 0 | 37 | 0 | 1 | 0 | 37 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 26 | 0 | 0 | 1 | 27 | 0 | 4 | 35 | 0 | 0 | 1 | 36 | 0 | 0 | 0 | 36 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | Left | 40 | 1 | 40 | 4 | 44 | 44 | 7 | 54 | 1 | 54 | 4 | 58 | 1 | 58 | 0 | 58 | 1 | 58 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 940 | 1 | 471 | 0 | 940 | 471 | 34 | 1147 | 2 | 574 | 0 | 1147 | 2 | 574 | 0 | 1147 | 2 | 574 |
| | Through-Right | | 1 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | Left | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| | Left-Through | | 1 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 557 | 0 | 559 | 0 | 557 | 559 | 91 | 751 | 1 | 751 | 0 | 751 | 1 | 751 | 0 | 751 | 1 | 751 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 206 | 1 | 128 | 20 | 226 | 147 | 40 | 284 | 1 | 90 | 20 | 304 | 1 | 108 | 0 | 304 | 1 | 108 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 147 East-West: 599 SUM: 746 | | | North-South: 148 East-West: 603 SUM: 751 | | | North-South: 263 East-West: 805 SUM: 1068 | | | | North-South: 265 East-West: 809 SUM: 1074 | | | | North-South: 265 East-West: 809 SUM: 1074 | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.524 | | | 0.527 | | | 0.749 | | | | 0.754 | | | | 0.754 | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.424 | | | 0.427 | | | 0.649 | | | | 0.654 | | | | 0.654 | | | |
| LEVEL OF SERVICE (LOS): | | A | | | A | | | B | | | | B | | | | B | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.005 | Δv/c after mitigation: | 0.005 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | | Walt Disney Drive | | Year of Count: | | 2018 | | Ambient Growth: (%): | | 1 | | Conducted by: | | RK | | Date: | | 2/28/2018 | |
|--|---------------------|-------------------|--------------------|------------------|------------------|-----------------------|------------------|-------------|------------------------------|--------------|------------------|-------------|-----------------------------|--------------|------------------|-------------|---------------------------------|--------------|------------------|-------------------|
| | 1 | East-West Street: | | Mulholland Drive | | Projection Year: | | 2035 | | Peak Hour: | | School PM | | Reviewed by: | | GR | | Project: | | The Curtis School |
| No. of Phases | | | | | 3 | | | | 3 | | | | | | 3 | | | | 3 | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | | 1 | | | | 1 | | | | | | 1 | | | | 1 | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | | NB-- 0 SB-- 0 | | 0 | | NB-- 0 SB-- 0 | | 0 | | NB-- 0 SB-- 0 | | 0 | | NB-- 0 SB-- 0 | | 0 | | 0 | |
| ATSAC-1 or ATSAC+ATCS-2? | | | | | 2 | | | | 2 | | | | | | 2 | | | | 2 | |
| Override Capacity | | | | | 0 | | | | 0 | | | | | | 0 | | | | 0 | |
| MOVEMENT | | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 25 | 1 | 25 | 0 | 25 | 25 | -5 | 25 | 1 | 25 | 0 | 25 | 1 | 25 | 0 | 25 | 1 | 25 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 1 | 0 | 46 | 0 | 1 | 46 | 0 | 1 | 0 | 46 | 0 | 1 | 0 | 46 | 0 | 1 | 0 | 46 | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 45 | 0 | 0 | 0 | 45 | 0 | -8 | 45 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 45 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| SOUTHBOUND | Left | 98 | 2 | 54 | 8 | 106 | 58 | 21 | 137 | 2 | 75 | 8 | 145 | 2 | 80 | 0 | 145 | 2 | 80 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 26 | 0 | 0 | 28 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 35 | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 26 | 0 | 0 | 2 | 28 | 0 | 2 | 33 | 0 | 0 | 2 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| EASTBOUND | Left | 21 | 1 | 21 | 0 | 21 | 21 | 1 | 26 | 1 | 26 | 0 | 26 | 1 | 26 | 0 | 26 | 1 | 26 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 492 | 1 | 246 | 0 | 492 | 246 | 72 | 655 | 1 | 328 | 0 | 655 | 1 | 328 | 0 | 655 | 1 | 328 | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| WESTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Through | 629 | 0 | 629 | 0 | 629 | 629 | 44 | 789 | 0 | 789 | 0 | 789 | 0 | 789 | 0 | 789 | 0 | 789 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 71 | 1 | 17 | 1 | 72 | 14 | 17 | 101 | 1 | 26 | 1 | 102 | 1 | 22 | 0 | 102 | 1 | 22 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| CRITICAL VOLUMES | | | North-South: 100 | | North-South: 104 | | North-South: 121 | | North-South: 126 | | North-South: 126 | | North-South: 126 | | North-South: 126 | | North-South: 126 | | North-South: 126 | |
| | | | East-West: 650 | | East-West: 650 | | East-West: 815 | | East-West: 815 | | East-West: 815 | | East-West: 815 | | East-West: 815 | | East-West: 815 | | East-West: 815 | |
| | | | SUM: 750 | | SUM: 754 | | SUM: 936 | | SUM: 941 | | SUM: 941 | | SUM: 941 | | SUM: 941 | | SUM: 941 | | SUM: 941 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | 0.526 | | 0.529 | | 0.657 | | 0.660 | | 0.660 | | 0.660 | | 0.660 | | 0.660 | | 0.660 | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.426 | | 0.429 | | 0.557 | | 0.560 | | 0.560 | | 0.560 | | 0.560 | | 0.560 | | 0.560 | |
| LEVEL OF SERVICE (LOS): | | | A | | A | | A | | A | | A | | A | | A | | A | | A | |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | | Walt Disney Drive | | | Year of Count: | | 2018 | | Ambient Growth: (%): | | 1 | | Conducted by: | | RK | | Date: | | 2/28/2018 | | |
|---------------------------------|---------------------|--|-------------------|------------------|-----------------------|----------------|------------------|------------------------------|--------------|----------------------|-----------------|-----------------------------|--------------|-----------------|--------------|---------------------------------|---------------|--------------|-------------|---------------|-------------------|--|
| | 1 | East-West Street: | | Mulholland Drive | | | Projection Year: | | 2035 | | Peak Hour: | | PM | | Reviewed by: | | GR | | Project: | | The Curtis School | |
| | | No. of Phases | | | 3 | | | 3 | | | 3 | | | 3 | | | 3 | | | 3 | | |
| | | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | 1 | | | 1 | | | 1 | | | 1 | | | 1 | | | 1 | | |
| | | Right Turns: FREE-1, NRTOR-2 or OLA-3? | | | NB-- 0 SB-- 0 | | | NB-- 0 SB-- 0 | | | NB-- 0 SB-- 0 | | | NB-- 0 SB-- 0 | | | NB-- 0 SB-- 0 | | | NB-- 0 SB-- 0 | | |
| | | ATSAC-1 or ATSAC+ATCS-2? | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | |
| | | Override Capacity | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | |
| | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | | | |
| NORTHBOUND | Left | 6 | 1 | 6 | 0 | 6 | 6 | -1 | 6 | 1 | 6 | 0 | 6 | 1 | 6 | 0 | 6 | 1 | 6 | | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | | | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | | |
| | Right | 16 | 0 | 0 | 0 | 16 | 0 | -3 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | | |
| SOUTHBOUND | Left | 64 | 2 | 35 | 20 | 84 | 46 | 18 | 94 | 2 | 52 | 20 | 114 | 2 | 63 | 0 | 114 | 2 | 63 | | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 1 | 0 | 31 | 0 | 1 | 35 | 0 | 1 | 0 | 36 | 0 | 1 | 0 | 40 | 0 | 1 | 0 | 40 | | | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | | |
| | Right | 30 | 0 | 0 | 4 | 34 | 0 | -1 | 35 | 0 | 0 | 4 | 39 | 0 | 0 | 0 | 39 | 0 | 0 | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | | |
| EASTBOUND | Left | 5 | 1 | 5 | 1 | 6 | 6 | 0 | 6 | 1 | 6 | 1 | 7 | 1 | 7 | 0 | 7 | 1 | 7 | | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 337 | 1 | 169 | 0 | 337 | 169 | 33 | 432 | 1 | 216 | 0 | 432 | 1 | 216 | 0 | 432 | 1 | 216 | | | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | | |
| WESTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | Left-Through | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | | |
| | Through | 750 | 0 | 750 | 0 | 750 | 750 | 25 | 913 | 0 | 913 | 0 | 913 | 0 | 913 | 0 | 913 | 0 | 913 | | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Right | 14 | 1 | 0 | 2 | 16 | 0 | 3 | 20 | 1 | 0 | 2 | 22 | 1 | 0 | 0 | 22 | 1 | 0 | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | | |
| CRITICAL VOLUMES | | North-South: 51 | | | North-South: 62 | | | North-South: 68 | | | North-South: 79 | | | North-South: 79 | | | | | | | | |
| | | East-West: 755 | | | East-West: 756 | | | East-West: 919 | | | East-West: 920 | | | East-West: 920 | | | | | | | | |
| | | SUM: 806 | | | SUM: 818 | | | SUM: 987 | | | SUM: 999 | | | SUM: 999 | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.566 | | | 0.574 | | | 0.693 | | | 0.701 | | | 0.701 | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.466 | | | 0.474 | | | 0.593 | | | 0.601 | | | 0.601 | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | | | A | | | A | | | B | | | B | | | | | | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.008 | Δv/c after mitigation: | 0.008 |
| Significant impacted? | NO | Fully mitigated? | N/A |

| I/S #: | | North-South Street: Skirball Center Drive | | | Year of Count: 2018 | | | Ambient Growth: (%): 1 | | | | Conducted by: RK | | | | Date: 2/28/2018 | | | |
|--|--------------------|---|--------------|-------------|---|--------------|-------------|--|--------------|--------------|-------------|--|--------------|--------------|-------------|--|--------------|--------------|-------------|
| 2 | | East-West Street: Mulholland Drive | | | Projection Year: 2035 | | | Peak Hour: AM | | | | Reviewed by: GR | | | | Project: The Curtis School | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | | 3 | | | | | | | 3 | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | | | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | | | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | | | | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | | | | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | | | 2 | | | 2 | | | | 2 | | | | 2 | | | |
| Override Capacity | | 0 | | | 0 | | | 0 | | | | 0 | | | | 0 | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 478 | 2 | 263 | 17 | 495 | 272 | 135 | 701 | 2 | 386 | 17 | 718 | 2 | 395 | 0 | 718 | 2 | 395 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 334 | 1 | 0 | 0 | 334 | 0 | 7 | 403 | 1 | 0 | 0 | 403 | 1 | 0 | 0 | 403 | 1 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 526 | 1 | 526 | 0 | 526 | 526 | 20 | 643 | 1 | 643 | 0 | 643 | 1 | 643 | 0 | 643 | 1 | 643 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 581 | 1 | 318 | 2 | 583 | 311 | 68 | 756 | 1 | 370 | 2 | 758 | 1 | 363 | 0 | 758 | 1 | 363 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | Left | 461 | 1 | 461 | 0 | 461 | 461 | 6 | 552 | 1 | 552 | 0 | 552 | 1 | 552 | 0 | 552 | 1 | 552 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 444 | 2 | 222 | 3 | 447 | 224 | 35 | 561 | 2 | 281 | 3 | 564 | 2 | 282 | 0 | 564 | 2 | 282 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 263 East-West: 987 SUM: 1250 | | | North-South: 272 East-West: 987 SUM: 1259 | | | North-South: 386 East-West: 1195 SUM: 1581 | | | | North-South: 395 East-West: 1195 SUM: 1590 | | | | North-South: 395 East-West: 1195 SUM: 1590 | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.877 | | | 0.884 | | | 1.109 | | | | 1.116 | | | | 1.116 | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.777 | | | 0.784 | | | 1.009 | | | | 1.016 | | | | 1.016 | | | |
| LEVEL OF SERVICE (LOS): | | C | | | C | | | F | | | | F | | | | F | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|--------------------------------|-------|
| Change in v/c due to project: | 0.007 | $\Delta v/c$ after mitigation: | 0.007 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| | | | | | | | | | | | |
|--|---------------------|-----------------------|------------------|-----------------------|----------------------|------------------------------|---------------|-----------------------------|---------------|---------------------------------|-------------|
| I/S #: | North-South Street: | Skirball Center Drive | Year of Count: | 2018 | Ambient Growth: (%): | 1 | Conducted by: | RK | Date: | 2/28/2018 | |
| 2 | East-West Street: | Mulholland Drive | Projection Year: | 2035 | Peak Hour: | School PM | Reviewed by: | GR | Project: | The Curtis School | |
| No. of Phases | | 3 | 3 | | 3 | | 3 | | 3 | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 3 SB-- 0 | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 3 WB-- 0 | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | |
| Override Capacity | | 2 | 2 | | 2 | | 2 | | 2 | | |
| | | 0 | 0 | | 0 | | 0 | | 0 | | |
| MOVEMENT | | EXISTING CONDITION | | EXISTING PLUS PROJECT | | FUTURE CONDITION W/O PROJECT | | FUTURE CONDITION W/ PROJECT | | FUTURE W/ PROJECT W/ MITIGATION | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 424 | 2 | 233 | 1 | 425 | 234 | 56 | 558 | 2 | 307 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | 333 | 1 | 0 | 0 | 333 | 0 | 7 | 401 | 1 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SOUTHBOUND | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EASTBOUND | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WESTBOUND | Left-Through | 259 | 1 | 259 | 1 | 260 | 260 | 22 | 329 | 1 | 329 |
| | Through | 401 | 1 | 168 | 7 | 408 | 174 | 89 | 564 | 1 | 257 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CRITICAL VOLUMES | Left | 471 | 1 | 471 | 0 | 471 | 471 | 9 | 567 | 1 | 567 |
| | Left-Through | 353 | 2 | 177 | 0 | 353 | 177 | 17 | 435 | 2 | 218 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUME/CAPACITY (V/C) RATIO: | Left | 0.676 | | 0.677 | | 0.844 | | 0.845 | | 0.845 | |
| | Left-Through | 0.576 | | 0.577 | | 0.744 | | 0.745 | | 0.745 | |
| | Through | | | | | | | | | | |
| | Through-Right | | | | | | | | | | |
| | Right | | | | | | | | | | |
| LEVEL OF SERVICE (LOS): | Left | A | | A | | C | | C | | C | |
| | Left-Through | | | | | | | | | | |
| | Through | | | | | | | | | | |
| | Through-Right | | | | | | | | | | |
| | Right | | | | | | | | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.001 | Δv/c after mitigation: | 0.001 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| | | | | | | | | | | | | | | | | | | | |
|--|---------------------|--|--|-------------|--|--------------|--|------------------------------|--|-------------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #: | North-South Street: | Skirball Center Drive | Year of Count: | 2018 | Ambient Growth: (%): | 1 | Conducted by: | RK | Date: | 2/28/2018 | | | | | | | | | |
| 2 | East-West Street: | Mulholland Drive | Projection Year: | 2035 | Peak Hour: | PM | Reviewed by: | GR | Project: | The Curtis School | | | | | | | | | |
| No. of Phases | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 3 SB-- 0 | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | | | | | | | | | |
| | | EB-- 3 WB-- 0 | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 402 | 2 | 221 | 2 | 404 | 222 | 23 | 499 | 2 | 274 | 2 | 501 | 2 | 276 | 0 | 501 | 2 | 276 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | 332 | 1 | 0 | 0 | 332 | 0 | 7 | 400 | 1 | 0 | 0 | 400 | 1 | 0 | 0 | 400 | 1 | 0 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SOUTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EASTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 207 | 1 | 207 | 3 | 210 | 210 | 14 | 259 | 1 | 259 | 3 | 262 | 1 | 262 | 0 | 262 | 1 | 262 |
| | Through-Right | 218 | 1 | 0 | 17 | 235 | 13 | 48 | 306 | 1 | 32 | 17 | 323 | 1 | 47 | 0 | 323 | 1 | 47 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WESTBOUND | Left | 333 | 1 | 333 | 0 | 333 | 333 | 9 | 403 | 1 | 403 | 0 | 403 | 1 | 403 | 0 | 403 | 1 | 403 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 386 | 2 | 193 | 0 | 386 | 193 | 8 | 465 | 2 | 233 | 0 | 465 | 2 | 233 | 0 | 465 | 2 | 233 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CRITICAL VOLUMES | | North-South: 221 East-West: 540 SUM: 761 | North-South: 222 East-West: 543 SUM: 765 | | North-South: 274 East-West: 662 SUM: 936 | | North-South: 276 East-West: 665 SUM: 941 | | North-South: 276 East-West: 665 SUM: 941 | | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.534 | | 0.537 | | 0.657 | | 0.660 | | 0.660 | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.434 | | 0.437 | | 0.557 | | 0.560 | | 0.560 | | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | | A | | A | | A | | A | | | | | | | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.003 | Δv/c after mitigation: | 0.003 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | Skirball Center Drive | Year of Count: | 2018 | Ambient Growth: (%): | 1 | Conducted by: | RK | Date: | 2/28/2018 | | | | | | | | | |
|--|---------------------|--------------------------------|------------------|-------------|-----------------------|--------------|---------------|------------------------------|---------------|-------------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| 3 | East-West Street: | I-405 Freeway Northbound Ramps | Projection Year: | 2035 | Peak Hour: | AM | Reviewed by: | GR | Project: | The Curtis School | | | | | | | | | |
| No. of Phases | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 2 | NB-- 0 SB-- 2 | | NB-- 0 SB-- 2 | | NB-- 0 SB-- 2 | | NB-- 0 SB-- 2 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 3 WB-- 0 | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | | | | | | | | | |
| Override Capacity | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 54 | 1 | 54 | 0 | 54 | 54 | 0 | 64 | 1 | 64 | 0 | 64 | 1 | 64 | 0 | 64 | 1 | 64 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 212 | 2 | 106 | 9 | 221 | 111 | 69 | 320 | 2 | 160 | 9 | 329 | 2 | 165 | 0 | 329 | 2 | 165 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SOUTHBOUND | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 872 | 2 | 436 | 1 | 873 | 437 | 53 | 1086 | 2 | 543 | 1 | 1087 | 2 | 544 | 0 | 1087 | 2 | 544 |
| EASTBOUND | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 169 | 1 | 169 | 1 | 170 | 170 | 20 | 220 | 1 | 220 | 1 | 221 | 1 | 221 | 0 | 221 | 1 | 221 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | 603 | 2 | 332 | 8 | 611 | 336 | 75 | 789 | 2 | 434 | 8 | 797 | 2 | 438 | 0 | 797 | 2 | 438 |
| WESTBOUND | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 32 | 1 | 0 | 0 | 32 | 0 | 2 | 40 | 1 | 0 | 0 | 40 | 1 | 0 | 0 | 40 | 1 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| CRITICAL VOLUMES | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUME/CAPACITY (V/C) RATIO: | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LEVEL OF SERVICE (LOS): | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| REMARKS: | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| PROJECT IMPACT | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Version: 1i Beta; 8/4/2011 | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 3/1/2018-3:04 PM | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 1 | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Int03.xls | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Change in v/c due to project: 0.003 | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Significant impacted? NO | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Fully mitigated? N/A | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.003 | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | | | | | | |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | | North-South Street: Skirball Center Drive | | | Year of Count: 2018 | | | Ambient Growth: (%): 1 | | | | Conducted by: RK | | | | Date: 2/28/2018 | | | | | | |
|--|--------------------|--|---|------------------|-----------------------|--------------|------------------|------------------------|--------------|------------------|------------------------------|------------------|------------------|---------------|-----------------------------|----------------------------|---------------|-------------|---------------------------------|--------------|--------------|-------------|
| | | East-West Street: I-405 Freeway Northbound Ramps | | | Projection Year: 2035 | | | Peak Hour: School PM | | | | Reviewed by: GR | | | | Project: The Curtis School | | | | | | |
| No. of Phases | | | | | 3 | | | 3 | | | 3 | | | 3 | | | 3 | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | | | | NB-- 0 SB-- 2 | | | NB-- 0 SB-- 2 | | | NB-- 0 SB-- 2 | | | NB-- 0 SB-- 2 | | | NB-- 0 SB-- 2 | | | | | |
| | | | | | EB-- 3 WB-- 0 | | | EB-- 3 WB-- 0 | | | EB-- 3 WB-- 0 | | | EB-- 3 WB-- 0 | | | EB-- 3 WB-- 0 | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | | | | |
| Override Capacity | | | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | | | |
| MOVEMENT | | | | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | | | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 319 | 1 | 319 | 0 | 319 | 319 | 0 | 378 | 1 | 378 | 0 | 378 | 1 | 378 | 0 | 378 | 1 | 378 | | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 425 | 2 | 213 | 0 | 425 | 213 | 34 | 537 | 2 | 269 | 0 | 537 | 2 | 269 | 0 | 537 | 2 | 269 | | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| SOUTHBOUND | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 488 | 2 | 244 | 4 | 492 | 246 | 66 | 644 | 2 | 322 | 4 | 648 | 2 | 324 | 0 | 648 | 2 | 324 | | | |
| EASTBOUND | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Right | 399 | 1 | 399 | 3 | 402 | 402 | 34 | 507 | 1 | 507 | 3 | 510 | 1 | 510 | 0 | 510 | 1 | 510 | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Left | 336 | 2 | 185 | 1 | 337 | 185 | 30 | 428 | 2 | 235 | 1 | 429 | 2 | 236 | 0 | 429 | 2 | 236 | | | |
| WESTBOUND | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Right | 48 | 1 | 0 | 0 | 48 | 0 | 10 | 67 | 1 | 0 | 0 | 67 | 1 | 0 | 0 | 67 | 1 | 0 | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| CRITICAL VOLUMES | North-South: 718 | | | North-South: 721 | | | North-South: 885 | | | North-South: 888 | | | North-South: 888 | | | | | | | | | |
| | East-West: 185 | | | East-West: 185 | | | East-West: 235 | | | East-West: 236 | | | East-West: 236 | | | | | | | | | |
| | SUM: 903 | | | SUM: 906 | | | SUM: 1120 | | | SUM: 1124 | | | SUM: 1124 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | 0.634 | | | 0.636 | | | 0.786 | | | 0.789 | | | 0.789 | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | | 0.534 | | | 0.536 | | | 0.686 | | | 0.689 | | | 0.689 | | | | | |
| LEVEL OF SERVICE (LOS): | | | | | A | | | A | | | B | | | B | | | B | | | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.003 | Δv/c after mitigation: | 0.003 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | Skirball Center Drive | Year of Count: | 2018 | Ambient Growth: (%): | 1 | Conducted by: | RK | Date: | 2/28/2018 | | | | | | | | | |
|--|---------------------|--------------------------------|------------------|-------------|-----------------------|--------------|---------------|------------------------------|---------------|-------------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| 3 | East-West Street: | I-405 Freeway Northbound Ramps | Projection Year: | 2035 | Peak Hour: | PM | Reviewed by: | GR | Project: | The Curtis School | | | | | | | | | |
| No. of Phases | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 2 | NB-- 0 SB-- 2 | | NB-- 0 SB-- 2 | | NB-- 0 SB-- 2 | | NB-- 0 SB-- 2 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 3 WB-- 0 | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | EB-- 3 WB-- 0 | | | | | | | | | | |
| Override Capacity | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 243 | 1 | 243 | 0 | 243 | 243 | 0 | 288 | 1 | 288 | 0 | 288 | 1 | 288 | 0 | 288 | 1 | 288 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 314 | 2 | 157 | 1 | 315 | 158 | 20 | 392 | 2 | 196 | 1 | 393 | 2 | 197 | 0 | 393 | 2 | 197 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SOUTHBOUND | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 301 | 2 | 151 | 10 | 311 | 156 | 37 | 393 | 2 | 197 | 10 | 403 | 2 | 202 | 0 | 403 | 2 | 202 |
| EASTBOUND | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 223 | 1 | 223 | 7 | 230 | 230 | 21 | 285 | 1 | 285 | 7 | 292 | 1 | 292 | 0 | 292 | 1 | 292 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | 425 | 2 | 234 | 1 | 426 | 234 | 11 | 514 | 2 | 283 | 1 | 515 | 2 | 283 | 0 | 515 | 2 | 283 |
| WESTBOUND | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 211 | 1 | 0 | 0 | 211 | 0 | 10 | 260 | 1 | 0 | 0 | 260 | 1 | 0 | 0 | 260 | 1 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| CRITICAL VOLUMES | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUME/CAPACITY (V/C) RATIO: | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| LEVEL OF SERVICE (LOS): | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| REMARKS: | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| PROJECT IMPACT | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Version: 1i Beta; 8/4/2011 | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 3/1/2018-3:04 PM | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 3 | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Int03.xls | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.005 | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| NO | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.005 | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| N/A | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| 0.506 | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| A | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| A | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| A | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| A | Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |

Version: 1i Beta; 8/4/2011

PROJECT IMPACT
 Change in v/c due to project: 0.005 Δv/c after mitigation: 0.005
 Significant impacted? NO Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | | Sepulveda Boulevard | | | Year of Count: | | 2018 | | Ambient Growth: (%): | | 1 | | Conducted by: | | RK | | Date: | | 2/28/2018 | |
|--|---------------------|-------------------|--|-----------------------|-------------|--|------------------|-------------|--|----------------------|--------------|---------------|--|---------------|---------------|-------------|--|---------------|--------------|-------------|-------------------|
| | 4 | East-West Street: | | Skirball Center Drive | | | Projection Year: | | 2035 | | Peak Hour: | | AM | | Reviewed by: | | GR | | Project: | | The Curtis School |
| No. of Phases | | | 4 | | | 4 | | | 4 | | | 4 | | | 4 | | | 4 | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | | NB-- 3 SB-- 0 | | | NB-- 3 SB-- 0 | | | NB-- 3 SB-- 0 | | | NB-- 3 SB-- 0 | | | NB-- 3 SB-- 0 | | | NB-- 3 SB-- 0 | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | |
| Override Capacity | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | | |
| | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | |
| MOVEMENT | | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | |
| NORTHBOUND | Left | 6 | 1 | 6 | 0 | 6 | 6 | -1 | 6 | 1 | 6 | 0 | 6 | 1 | 6 | 0 | 6 | 1 | 6 | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Through | 130 | 2 | 65 | 0 | 130 | 65 | 32 | 186 | 2 | 93 | 0 | 186 | 2 | 93 | 0 | 186 | 2 | 93 | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Right | 148 | 1 | 0 | 8 | 156 | 0 | 65 | 240 | 1 | 0 | 8 | 248 | 1 | 0 | 0 | 248 | 1 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| SOUTHBOUND | Left | 49 | 1 | 49 | 1 | 50 | 50 | 4 | 62 | 1 | 62 | 1 | 63 | 1 | 63 | 0 | 63 | 1 | 63 | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Through | 2045 | 1 | 1025 | 0 | 2045 | 1025 | 45 | 2467 | 1 | 1236 | 0 | 2467 | 1 | 1236 | 0 | 2467 | 1 | 1236 | | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | |
| | Right | 4 | 0 | 4 | 0 | 4 | 4 | -1 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| EASTBOUND | Left | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Through | 2 | 0 | 9 | 0 | 2 | 9 | 0 | 2 | 0 | 9 | 0 | 2 | 0 | 9 | 0 | 2 | 0 | 9 | | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | |
| | Right | 7 | 0 | 0 | 0 | 7 | 0 | -1 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| WESTBOUND | Left | 1167 | 1 | 589 | 1 | 1168 | 589 | 54 | 1436 | 1 | 723 | 1 | 1437 | 1 | 724 | 0 | 1437 | 1 | 724 | | |
| | Left-Through | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | |
| | Through | 10 | 0 | 589 | 0 | 10 | 589 | -2 | 10 | 0 | 723 | 0 | 10 | 0 | 724 | 0 | 10 | 0 | 724 | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Right | 51 | 1 | 2 | 0 | 51 | 1 | 2 | 62 | 1 | 0 | 0 | 62 | 1 | 0 | 0 | 62 | 1 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| CRITICAL VOLUMES | | | North-South: 1031 East-West: 598 SUM: 1629 | | | North-South: 1031 East-West: 598 SUM: 1629 | | | North-South: 1242 East-West: 732 SUM: 1974 | | | | North-South: 1242 East-West: 733 SUM: 1975 | | | | North-South: 1242 East-West: 733 SUM: 1975 | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | 1.185 | | | 1.185 | | | 1.436 | | | | 1.436 | | | | 1.436 | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 1.085 | | | 1.085 | | | 1.336 | | | | 1.336 | | | | 1.336 | | | | |
| LEVEL OF SERVICE (LOS): | | | F | | | F | | | F | | | | F | | | | F | | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | | North-South Street: Sepulveda Boulevard | | | Year of Count: 2018 | | | Ambient Growth: (%): 1 | | | Conducted by: RK | | Date: 2/28/2018 | | | | | | |
|--|--------------------|--|--------------|-------------|--|--------------|-------------|--|--------------|--------------|------------------|--|----------------------------|--------------|-------------|--|--------------|--------------|-------------|
| 4 | | East-West Street: Skirball Center Drive | | | Projection Year: 2035 | | | Peak Hour: School PM | | | Reviewed by: GR | | Project: The Curtis School | | | | | | |
| No. of Phases | | 4 | | | 4 | | | 4 | | | 4 | | 4 | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 2 | | | 2 | | | 2 | | | 2 | | 2 | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 3 SB-- 0 | | | NB-- 3 SB-- 0 | | | NB-- 3 SB-- 0 | | | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | EB-- 0 WB-- 3 | | | | | | |
| Override Capacity | | 2 | | | 2 | | | 2 | | | 2 | | 2 | | | | | | |
| | | 0 | | | 0 | | | 0 | | | 0 | | 0 | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 7 | 1 | 7 | 0 | 7 | 7 | -1 | 7 | 1 | 7 | 0 | 7 | 1 | 7 | 0 | 7 | 1 | 7 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 651 | 2 | 326 | 0 | 651 | 326 | 49 | 820 | 2 | 410 | 0 | 820 | 2 | 410 | 0 | 820 | 2 | 410 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 641 | 1 | 406 | 0 | 641 | 404 | 33 | 792 | 1 | 478 | 0 | 792 | 1 | 476 | 0 | 792 | 1 | 476 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| SOUTHBOUND | Left | 31 | 1 | 31 | 0 | 31 | 31 | 1 | 38 | 1 | 38 | 0 | 38 | 1 | 38 | 0 | 38 | 1 | 38 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 160 | 1 | 82 | 0 | 160 | 82 | 41 | 230 | 1 | 117 | 0 | 230 | 1 | 117 | 0 | 230 | 1 | 117 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 3 | 0 | 3 | 0 | 3 | 3 | -1 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| EASTBOUND | Left | 2 | 1 | 2 | 0 | 2 | 2 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 2 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 13 | 0 | 29 | 0 | 13 | 29 | -2 | 13 | 0 | 29 | 0 | 13 | 0 | 29 | 0 | 13 | 0 | 29 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 16 | 0 | 0 | 0 | 16 | 0 | -3 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| WESTBOUND | Left | 465 | 1 | 235 | 4 | 469 | 237 | 72 | 623 | 1 | 314 | 4 | 627 | 1 | 316 | 0 | 627 | 1 | 316 |
| | Left-Through | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Through | 5 | 0 | 235 | 0 | 5 | 237 | -1 | 5 | 0 | 314 | 0 | 5 | 0 | 316 | 0 | 5 | 0 | 316 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 82 | 1 | 51 | 0 | 82 | 51 | 2 | 99 | 1 | 61 | 0 | 99 | 1 | 61 | 0 | 99 | 1 | 61 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| CRITICAL VOLUMES | | North-South: 437 East-West: 264 SUM: 701 | | | North-South: 435 East-West: 266 SUM: 701 | | | North-South: 516 East-West: 343 SUM: 859 | | | | North-South: 514 East-West: 345 SUM: 859 | | | | North-South: 514 East-West: 345 SUM: 859 | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.510 | | | 0.510 | | | 0.625 | | | | 0.625 | | | | 0.625 | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.410 | | | 0.410 | | | 0.525 | | | | 0.525 | | | | 0.525 | | | |
| LEVEL OF SERVICE (LOS): | | A | | | A | | | A | | | | A | | | | A | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | | Sepulveda Boulevard | | | Year of Count: | | 2018 | | Ambient Growth: (%): | | 1 | | Conducted by: | | RK | | Date: | | 2/28/2018 | |
|---------------------------------|---------------------|--|---------------------|-----------------------|-----------------------|----------------|------------------|------------------------------|--------------|----------------------|-------------|-----------------------------|--------------|------------------|--------------|---------------------------------|--------------|--------------|-------------|------------------|-------------------|
| | 4 | East-West Street: | | Skirball Center Drive | | | Projection Year: | | 2035 | | Peak Hour: | | PM | | Reviewed by: | | GR | | Project: | | The Curtis School |
| | | No. of Phases | | | | 4 | | | | 4 | | | | 4 | | | | | | 4 | |
| | | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | 2 | | | | 2 | | | | 2 | | | | | | 2 | |
| | | Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 3 SB-- 0 | | 0 | | NB-- 3 SB-- 0 | | 0 | | NB-- 3 SB-- 0 | | 0 | | NB-- 3 SB-- 0 | | 0 | | 0 | |
| | | ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 WB-- 3 | | 3 | | EB-- 0 WB-- 3 | | 3 | | EB-- 0 WB-- 3 | | 3 | | EB-- 0 WB-- 3 | | 3 | | 3 | |
| | | Override Capacity | | | | 2 | | | | 2 | | | | 2 | | | | | | 2 | |
| | | | | | | 0 | | | | 0 | | | | 0 | | | | | | 0 | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | | |
| NORTHBOUND | Left | 4 | 1 | 4 | 0 | 4 | 4 | -1 | 4 | 1 | 4 | 0 | 4 | 1 | 4 | 0 | 4 | 1 | 4 | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Through | 919 | 2 | 460 | 0 | 919 | 460 | 47 | 1135 | 2 | 568 | 0 | 1135 | 2 | 568 | 0 | 1135 | 2 | 568 | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Right | 523 | 1 | 375 | 1 | 524 | 371 | 19 | 638 | 1 | 440 | 1 | 639 | 1 | 436 | 0 | 639 | 1 | 436 | | |
| SOUTHBOUND | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left | 28 | 1 | 28 | 0 | 28 | 28 | 0 | 33 | 1 | 33 | 0 | 33 | 1 | 33 | 0 | 33 | 1 | 33 | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Through | 222 | 1 | 113 | 0 | 222 | 113 | 38 | 301 | 1 | 153 | 0 | 301 | 1 | 153 | 0 | 301 | 1 | 153 | | |
| EASTBOUND | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | |
| | Right | 4 | 0 | 4 | 0 | 4 | 4 | -1 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left | 8 | 1 | 8 | 0 | 8 | 8 | -1 | 8 | 1 | 8 | 0 | 8 | 1 | 8 | 0 | 8 | 1 | 8 | | |
| WESTBOUND | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Through | 15 | 0 | 48 | 0 | 15 | 48 | -3 | 15 | 0 | 48 | 0 | 15 | 0 | 48 | 0 | 15 | 0 | 48 | | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | |
| | Right | 33 | 0 | 0 | 0 | 33 | 0 | -6 | 33 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 33 | 0 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| CRITICAL VOLUMES | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left | 293 | 1 | 148 | 9 | 302 | 153 | 46 | 393 | 1 | 198 | 9 | 402 | 1 | 203 | 0 | 402 | 1 | 203 | | |
| | Left-Through | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | | |
| | Through | 3 | 0 | 148 | 0 | 3 | 153 | -1 | 3 | 0 | 198 | 0 | 3 | 0 | 203 | 0 | 3 | 0 | 203 | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| VOLUME/CAPACITY (V/C) RATIO: | Right | 207 | 1 | 179 | 1 | 208 | 180 | 1 | 246 | 1 | 213 | 1 | 247 | 1 | 214 | 0 | 247 | 1 | 214 | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left | | | | | | | | | | | | | | | | | | | | |
| | Left-Through | | | | | | | | | | | | | | | | | | | | |
| CRITICAL VOLUMES | | North-South: 488 | | East-West: 227 | | SUM: 715 | | North-South: 488 | | East-West: 228 | | SUM: 716 | | North-South: 601 | | East-West: 261 | | SUM: 862 | | North-South: 601 | |
| | | East-West: 262 | | SUM: 863 | | | | East-West: 262 | | SUM: 863 | | | | East-West: 262 | | SUM: 863 | | | | East-West: 262 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | 0.520 | | | | | | 0.521 | | | | 0.627 | | | | 0.628 | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.420 | | | | | | 0.421 | | | | 0.527 | | | | 0.528 | | | |
| LEVEL OF SERVICE (LOS): | | | | A | | | | | | A | | | | A | | | | A | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.001 | Δv/c after mitigation: | 0.001 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | | Sepulveda Boulevard | | | Year of Count: | | | 2018 | | Ambient Growth: (%): | | | 1 | | Conducted by: | | RK | | Date: | | 2/28/2018 | |
|--|---------------------|-------------------|--|--------------------------------|-------------|--|------------------|-------------|--|--------------|----------------------|---------------|--|--------------|---------------|---------------|--|---------------|--------------|-------------|----------|-----------|-------------------|
| | 5 | East-West Street: | | I-405 Freeway Southbound Ramps | | | Projection Year: | | | 2035 | | Peak Hour: | | | AM | | Reviewed by: | | GR | | Project: | | The Curtis School |
| No. of Phases | | | 3 | | | 3 | | | 3 | | | 3 | | | 3 | | | 3 | | | 3 | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | | NB-- 1 SB-- 0 | | | NB-- 1 SB-- 0 | | | NB-- 1 SB-- 0 | | | NB-- 1 SB-- 0 | | | NB-- 1 SB-- 0 | | | NB-- 1 SB-- 0 | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | EB-- 0 WB-- 3 | | | | | |
| Override Capacity | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | | |
| | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| MOVEMENT | | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | | |
| | | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | | | |
| NORTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| | Through | 269 | 2 | 135 | 1 | 270 | 135 | 57 | 376 | 2 | 188 | 1 | 377 | 2 | 189 | 0 | 377 | 2 | 189 | | | | |
| | Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| | Right | 39 | 1 | 0 | 0 | 39 | 0 | 0 | 46 | 1 | 0 | 0 | 46 | 1 | 0 | 0 | 46 | 1 | 0 | | | | |
| | Left-Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| Left-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | |
| SOUTHBOUND | Left | 727 | 2 | 400 | 1 | 728 | 400 | 37 | 898 | 2 | 494 | 1 | 899 | 2 | 494 | 0 | 899 | 2 | 494 | | | | |
| | Left-Through | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| | Through | 2727 | 2 | 1364 | 0 | 2727 | 1364 | 61 | 3291 | 2 | 1646 | 0 | 3291 | 2 | 1646 | 0 | 3291 | 2 | 1646 | | | | |
| | Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| Left-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | |
| EASTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| Left-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | |
| WESTBOUND | Left | 523 | 1 | 523 | 0 | 523 | 523 | 1 | 620 | 1 | 620 | 0 | 620 | 1 | 620 | 0 | 620 | 1 | 620 | | | | |
| | Left-Through | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| | Right | 59 | 1 | 0 | 7 | 66 | 0 | 40 | 110 | 1 | 0 | 7 | 117 | 1 | 0 | 0 | 117 | 1 | 0 | | | | |
| | Left-Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | |
| CRITICAL VOLUMES | | | North-South: 1364 East-West: 523 SUM: 1887 | | | North-South: 1364 East-West: 523 SUM: 1887 | | | North-South: 1646 East-West: 620 SUM: 2266 | | | | North-South: 1646 East-West: 620 SUM: 2266 | | | | North-South: 1646 East-West: 620 SUM: 2266 | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | 1.324 | | | 1.324 | | | 1.590 | | | | 1.590 | | | | 1.590 | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 1.224 | | | 1.224 | | | 1.490 | | | | 1.490 | | | | 1.490 | | | | | | |
| LEVEL OF SERVICE (LOS): | | | F | | | F | | | F | | | | F | | | | F | | | | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| | | | | | | | | | | | | | | | | | | | |
|--|---------------------|---|---|-------------|---|--------------|---|------------------------------|---|-------------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #: | North-South Street: | Sepulveda Boulevard | Year of Count: | 2018 | Ambient Growth: (%): | 1 | Conducted by: | RK | Date: | 2/28/2018 | | | | | | | | | |
| 5 | East-West Street: | I-405 Freeway Southbound Ramps | Projection Year: | 2035 | Peak Hour: | School PM | Reviewed by: | GR | Project: | The Curtis School | | | | | | | | | |
| No. of Phases | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 1 SB-- 0 EB-- 0 WB-- 3 | NB-- 1 SB-- 0 EB-- 0 WB-- 3 | | NB-- 1 SB-- 0 EB-- 0 WB-- 3 | | NB-- 1 SB-- 0 EB-- 0 WB-- 3 | | NB-- 1 SB-- 0 EB-- 0 WB-- 3 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume |
| NORTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | | | | | | | | | | | | | | | | | |
| | Through | 1372 | 2 | 686 | 0 | 1372 | 686 | 60 | 1685 | 2 | 843 | 0 | 1685 | 2 | 843 | 0 | 1685 | 2 | 843 |
| | Through-Right | | | | | | | | | | | | | | | | | | |
| | Right | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 5 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 5 | 1 | 0 |
| SOUTHBOUND | Left-Through-Right | | | | | | | | | | | | | | | | | | |
| | Left-Right | | | | | | | | | | | | | | | | | | |
| | Left | 369 | 2 | 203 | 4 | 373 | 205 | 47 | 484 | 2 | 266 | 4 | 488 | 2 | 268 | 0 | 488 | 2 | 268 |
| | Left-Through | | | | | | | | | | | | | | | | | | |
| | Through | 342 | 2 | 171 | 0 | 342 | 171 | 66 | 471 | 2 | 236 | 0 | 471 | 2 | 236 | 0 | 471 | 2 | 236 |
| EASTBOUND | Through-Right | | | | | | | | | | | | | | | | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | | | | | | | | | | | | | | | | | |
| | Left-Right | | | | | | | | | | | | | | | | | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WESTBOUND | Left-Through | | | | | | | | | | | | | | | | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | | | | | | | | | | | | | | | | | |
| | Right | 199 | 1 | 0 | 0 | 199 | 0 | 22 | 258 | 1 | 0 | 0 | 258 | 1 | 0 | 0 | 258 | 1 | 0 |
| | Left-Through-Right | | | | | | | | | | | | | | | | | | |
| CRITICAL VOLUMES | | North-South: 889 East-West: 60 SUM: 949 | North-South: 891 East-West: 60 SUM: 951 | | North-South: 1109 East-West: 74 SUM: 1183 | | North-South: 1111 East-West: 74 SUM: 1185 | | North-South: 1111 East-West: 74 SUM: 1185 | | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.666 | 0.667 | | 0.830 | | 0.832 | | 0.832 | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.566 | 0.567 | | 0.730 | | 0.732 | | 0.732 | | | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | A | | C | | C | | C | | | | | | | | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.002 | Δv/c after mitigation: | 0.002 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | | Sepulveda Boulevard | | Year of Count: | | 2018 | | Ambient Growth: (%): | | 1 | | Conducted by: | | RK | | Date: | | 2/28/2018 | | |
|--|---------------------|-------------------|---|--------------------------------|---|-----------------------|---|-------------|---|--------------|---|--------------------------------|---|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------------|--|
| | 5 | East-West Street: | | I-405 Freeway Southbound Ramps | | Projection Year: | | 2035 | | Peak Hour: | | PM | | Reviewed by: | | GR | | Project: | | The Curtis School | |
| No. of Phases | | | | | 3 | | | | | 3 | | | | | 3 | | | | | 3 | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | | NB-- 1 SB-- 0 EB-- 0 WB-- 3 | | 0 | | NB-- 1 SB-- 0 EB-- 0 WB-- 3 | | | 0 | | NB-- 1 SB-- 0 EB-- 0 WB-- 3 | | | 0 | | NB-- 1 SB-- 0 EB-- 0 WB-- 3 | | | 0 | |
| ATSAC-1 or ATSAC+ATCS-2? | | | | | 2 | | | | | 2 | | | | | 2 | | | | | 2 | |
| Override Capacity | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | |
| MOVEMENT | | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | |
| NORTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 2253 | 2 | 1127 | 0 | 2253 | 1127 | 51 | 2719 | 2 | 1360 | 0 | 2719 | 2 | 1360 | 0 | 2719 | 2 | 1360 | | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Right | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| SOUTHBOUND | Left | 247 | 2 | 136 | 8 | 255 | 140 | 25 | 318 | 2 | 175 | 8 | 326 | 2 | 179 | 0 | 326 | 2 | 179 | | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 291 | 2 | 146 | 1 | 292 | 146 | 58 | 403 | 2 | 202 | 1 | 404 | 2 | 202 | 0 | 404 | 2 | 202 | | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| EASTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| WESTBOUND | Left | 59 | 1 | 59 | 0 | 59 | 59 | 3 | 73 | 1 | 73 | 0 | 73 | 1 | 73 | 0 | 73 | 1 | 73 | | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Right | 137 | 1 | 1 | 1 | 138 | 0 | 14 | 176 | 1 | 1 | 1 | 177 | 1 | 0 | 0 | 177 | 1 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | | |
| CRITICAL VOLUMES | | | North-South: 1263 East-West: 59 SUM: 1322 | | North-South: 1267 East-West: 59 SUM: 1326 | | North-South: 1535 East-West: 73 SUM: 1608 | | North-South: 1539 East-West: 73 SUM: 1612 | | North-South: 1539 East-West: 73 SUM: 1612 | | North-South: 1539 East-West: 73 SUM: 1612 | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | 0.928 | | 0.931 | | 1.128 | | 1.131 | | 1.131 | | 1.131 | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.828 | | 0.831 | | 1.028 | | 1.031 | | 1.031 | | 1.031 | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | | D | | D | | F | | F | | F | | F | | | | | | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.003 | Δv/c after mitigation: | 0.003 |
| Significant impacted? | NO | Fully mitigated? | N/A |

APPENDIX D

EMPIRICAL PROJECT TRIP GENERATION DEVELOPMENT

Appendix D

Project Weekday Trip Generation Rate Development¹

AM Peak Hour

Portion of employees arriving during the AM Peak Hour:

| | Arriving | / | Total | = | AM Peak-Hour Employee Arrival Rate | |
|------|----------|---|-------|---|------------------------------------|----------------|
| 2015 | 38 | / | 68 | | 55.9% | |
| 2016 | 35 | / | 68 | | 51.5% | Average: 51.5% |
| 2017 | 32 | / | 68 | | 47.1% | |

In order to be conservative, an AM peak-hour employee arrival rate of **70 percent** (all of the employees allowed to arrive before 9:30 AM) has been assumed for the increase in employment of up to 50 faculty/staff members.

Of the employees arriving during the AM Peak Hour, the vehicle trip rate per employee was observed to be:

| | Vehicles | / | Employees | = | AM Peak-Hour Vehicle Trip Rate (veh/emp) | |
|------|----------|---|-----------|---|--|---------------|
| 2015 | 25 | / | 38 | | 0.66 | |
| 2016 | 23 | / | 35 | | 0.66 | Average: 0.66 |
| 2017 | 21 | / | 32 | | 0.66 | |

Therefore, an AM peak-hour vehicle trip rate of **0.66 vehicles per employee** has been assumed for the increase in employment of up to 35 faculty/staff members arriving in the AM peak hour.

School PM Peak Hour

Portion of employees departing during the School PM Peak Hour:

| | Departing | / | Total | = | School PM Peak-Hour Employee Departure Rate | |
|------|-----------|---|-------|---|---|----------------|
| 2015 | 11 | / | 68 | | 16.2% | |
| 2016 | 22 | / | 68 | | 32.4% | Average: 26.0% |
| 2017 | 20 | / | 68 | | 29.4% | |

In order to be conservative, a School PM peak-hour employee departure rate of **30 percent** has been assumed for the increase in employment of up to 50 faculty/staff members.

Of the employees departing during the School PM Peak Hour, the vehicle trip rate per employee was observed to be

| | Vehicles | / | Employees | = | School PM Peak-Hour Vehicle Trip Rate (veh/emp) | |
|------|----------|---|-----------|---|---|---------------|
| 2015 | 7 | / | 11 | | 0.64 | |
| 2016 | 14 | / | 22 | | 0.64 | Average: 0.66 |
| 2017 | 14 | / | 20 | | 0.70 | |

With the same rate as the School AM peak-hour, a vehicle trip rate of **0.66 vehicles per employee** has been assumed for the increase in employment of up to 15 faculty/staff members departing during the School PM peak hour.

PM Peak Hour

Given that no traffic monitoring results were available during the PM peak hour of adjacent street traffic and in order to provide a conservative analysis, the inverse trip characteristics of the AM peak hour have been assumed for the PM peak hour. Therefore, a PM peak-hour employee departure rate of **70 percent** has been assumed and a PM peak-hour vehicle trip rate of **0.66 vehicles per employee** has been assumed for the increase in employment of up to 35 departing faculty/staff members.

Notes

¹ Per the attached The Curtis School Annual Traffic Monitoring Results for 2015 through 2017.

Attachment D

Project Weekday Trip Generation Estimate Development¹

AM Peak Hour

| | | | | | | | |
|------------------|---|----------------------------|---|--|---|----|-----------------------------|
| 50 new employees | x | 0.70 employee arrival rate | x | 0.66 inbound trips per arriving employee | = | 24 | Inbound Trips |
| | | | | | | 3 | Outbound Trips ² |
| | | | | | | 27 | Total Trips |

School PM Peak Hour

| | | | | | | | |
|------------------|---|------------------------------|---|--|---|----|----------------------------|
| 50 new employees | x | 0.30 employee departure rate | x | 0.66 outbound trips per departing employee | = | 1 | Inbound Trips ² |
| | | | | | | 10 | Outbound Trips |
| | | | | | | 11 | Total Trips |

PM Peak Hour

| | | | | | | | |
|------------------|---|------------------------------|---|--|---|----|----------------------------|
| 50 new employees | x | 0.70 employee departure rate | x | 0.66 outbound trips per departing employee | = | 3 | Inbound Trips ² |
| | | | | | | 24 | Outbound Trips |
| | | | | | | 27 | Total Trips |

Notes

¹ Per the attached The Curtis School Annual Traffic Monitoring Results for 2015 through 2017.

² Few project employee trips are expected outbound during the AM peak hour and inbound during the School PM peak hour and PM peak hour. It has conservatively been assumed that these trips would constitute the approximate 12 percent outbound portion of total trips during the AM peak hour of the generator for Land Use Code 710 [General Office Building], based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*.

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 7, 2015
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 30-Apr-15
PERIOD: 07:30 AM TO 09:00 AM

| PERIOD: | NON-FACULTY VEHICLES | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 6 | 11 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | 55 | 0 | 49 | 0 |
| 745 - 800 | 3 | 23 | 4 | 5 | 0 | 1 | 0 | 2 | 42 | 38 | 129 | 0 | 126 | 0 |
| 800 - 815 | 8 | 26 | 7 | 2 | 0 | 0 | 0 | 4 | 86 | 47 | 175 | 0 | 167 | 0 |
| 815 - 830 | 2 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 33 | 0 | 31 | 0 |
| 830 - 845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 0 |
| 845 - 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN) | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|---|------------|------------|------------|------------|------------|------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1/1</u> | <u>1/2</u> | <u>1/3</u> | <u>1/4</u> | <u>2/1</u> | <u>2/2</u> | <u>3/1</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 2 |
| 745 - 800 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 |
| 800 - 815 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 4 | 2 | 4 |
| 815 - 830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 830 - 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY ONLY VEHICLES | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|-----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 2 | 2 | 1 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 7 |
| 745 - 800 | 5 | 5 | 0 | 0 | 0 | 0 | 10 | 0 | 15 | 0 | 10 |
| 800 - 815 | 3 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 4 |
| 815 - 830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 830 - 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | TOTAL | TOTAL |
|---|--|--|--|--|--|--|--|--|--|--|--|-----------------|---------------|
| | | | | | | | | | | | | <u>CHILDREN</u> | <u>ADULTS</u> |
| PEAK HOUR (7:30 - 8:30 AM)TOTAL: | | | | | | | | | | | | 379 | 28 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | | 95% | 74% |

NOTE: BUSES 23 10 CHILDREN 7:54
6 32 CHILDREN 7:57
6A 28 CHILDREN 8:01
5A 21 CHILDREN 8:01
7 23 CHILDREN 8:01
5 14 CHILDREN 8:10

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 7, 2015
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 30-Apr-15
PERIOD: 02:45 PM TO 04:00 PM

| NON-FACULTY VEHICLES | | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|----------------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|
| PERIOD: | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 |
| 300-315 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 8 | 0 |
| 315-330 | 2 | 21 | 11 | 11 | 2 | 1 | 0 | 6 | 114 | 54 | 251 | 0 | 249 | 0 |
| 330-345 | 5 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 32 | 0 | 27 | 0 |
| 345-400 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 3 | 0 |
| FACULTY VEHICLES | | | | | | | | | | | | | TOTAL | TOTAL |
| NUMBER OF ADULTS (CHILDREN) | | | | | | | | | | TOTAL | TOTAL | TOTAL | CARPOOLED | CARPOOLED |
| PERIOD: | <u>1 / 1</u> | <u>1 / 2</u> | <u>1 / 3</u> | <u>1 / 4</u> | <u>2 / 1</u> | <u>2 / 2</u> | <u>3 / 1</u> | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| 300-315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| 315-330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| 330-345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| 345-400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| FACULTY ONLY VEHICLES | | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| PERIOD: | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> | |
| 245-300 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 300-315 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 315-330 | 2 | 0 | 0 | 0 | 0 | 0 | | | 2 | 0 | 2 | 0 | 0 | |
| 330-345 | 0 | 3 | 0 | 0 | 0 | 0 | | | 3 | 0 | 6 | 0 | 6 | |
| 345-400 | 1 | 1 | 0 | 0 | 0 | 0 | | | 2 | 0 | 3 | 0 | 2 | |
| | | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| | | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| PEAK HOUR (3:00 - 4:00 PM)TOTAL: | | | | | | | | | | 80 | 295 | 11 | 287 | 8 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | | | 97% | 73% |

NOTE: BUSES 7 23 CHILDREN 3:24
6A 22 CHILDREN 3:24
6 31 CHILDREN 3:24
5A 17 CHILDREN 3:24
5 9 CHILDREN 3:26
23 12 CHILDREN 3:27

Crain & Associates
May 24, 2016
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 18-May-16
PERIOD: 07:30 AM TO 09:00 AM

| NON-FACULTY VEHICLES | | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|----------------------------------|---------|------------|------------|------------|------------|------------|------------|------------|----------|----------|----------|--------|-----------|-----------|
| PERIOD: | 1 CHILD | 2 CHILDREN | 3 CHILDREN | 4 CHILDREN | 5 CHILDREN | 6 CHILDREN | 7 CHILDREN | # OF BUS | CHILDREN | VEHICLES | CHILDREN | ADULTS | CHILDREN | ADULTS |
| 730 - 745 | 15 | 15 | 3 | | | | | 2 | 49 | 35 | 103 | 0 | 88 | 0 |
| 745 - 800 | 11 | 13 | 7 | 1 | | 1 | | 3 | 67 | 36 | 135 | 0 | 124 | 0 |
| 800 - 815 | 16 | 36 | 12 | 3 | 2 | | | 0 | 0 | 69 | 146 | 0 | 130 | 0 |
| 815 - 830 | 8 | 13 | 3 | | | | | 0 | 0 | 24 | 43 | 0 | 35 | 0 |
| 830 - 845 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FACULTY VEHICLES | | | | | | | | | | | | | TOTAL | TOTAL |
| NUMBER OF ADULTS (CHILDREN) | | | | | | | | | | TOTAL | TOTAL | TOTAL | CARPOOLED | CARPOOLED |
| PERIOD: | 1 / 1 | 1 / 2 | 1 / 3 | 1 / 4 | 2 / 1 | 2 / 2 | 3 / 1 | | | VEHICLES | CHILDREN | ADULTS | CHILDREN | ADULTS |
| 730 - 745 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 745 - 800 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 800 - 815 | | 1 | | 1 | | | 1 | | | 3 | 7 | 5 | 7 | 5 |
| 815 - 830 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 830 - 845 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| FACULTY ONLY VEHICLES | | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| PERIOD: | 1 ADULT | 2 ADULTS | 3 ADULTS | 4 ADULTS | 5 ADULTS | 6 ADULTS | | | | VEHICLES | CHILDREN | ADULTS | CHILDREN | ADULTS |
| 730 - 745 | 3 | 2 | | | | | | | | 5 | 0 | 7 | 0 | 4 |
| 745 - 800 | 6 | 2 | 2 | | | | | | | 10 | 0 | 16 | 0 | 10 |
| 800 - 815 | 2 | 2 | | | | | | | | 4 | 0 | 6 | 0 | 4 |
| 815 - 830 | 1 | | | | | | | | | 1 | 0 | 1 | 0 | 0 |
| 830 - 845 | 1 | | | | | | | | | 1 | 0 | 1 | 0 | 0 |
| 845 - 900 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| | | | | | | | | | | VEHICLES | CHILDREN | ADULTS | CHILDREN | ADULTS |
| PEAK HOUR (7:30 - 8:30 AM)TOTAL: | | | | | | | | | | 187 | 434 | 35 | 384 | 23 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | | | 88% | 66% |

| | | | | |
|-------|-------|-----|-------------|--------------|
| NOTE: | BUSES | 27 | 36 CHILDREN | 7:30-7:45 am |
| | | 106 | 16 CHILDREN | 7:45-8:00 am |
| | | 143 | 13 CHILDREN | 7:30-7:45 am |
| | | 127 | 19 CHILDREN | 7:45-8:00 am |
| | | 95 | 32 CHILDREN | 7:45-8:00 am |

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| NON-FACULTY VEHICLES | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | |
|----------------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| PERIOD: | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 300-315 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 315-330 | | 29 | 20 | 4 | 4 | | | 5 | 112 | 62 | 266 | 0 | 266 | 0 |
| 330-345 | 1 | 9 | 1 | | | 1 | | 0 | 0 | 12 | 28 | 0 | 27 | 0 |
| 345-400 | 2 | 2 | 3 | 2 | | | | 0 | 0 | 9 | 23 | 0 | 21 | 0 |
| FACULTY VEHICLES | | | | | | | | | | | | | | |
| NUMBER OF ADULTS (CHILDREN) | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | |
| PERIOD: | <u>1 / 1</u> | <u>1 / 2</u> | <u>1 / 3</u> | <u>1 / 4</u> | <u>2 / 1</u> | <u>2 / 2</u> | <u>3 / 1</u> | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 300-315 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 315-330 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 330-345 | 1 | | | | | | | | | 1 | 1 | 1 | 1 | 1 |
| 345-400 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| FACULTY ONLY VEHICLES | | | | | | | | | | | | | | |
| PERIOD: | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | 1 | 1 | | | | | | | | 2 | 0 | 3 | 0 | 2 |
| 300-315 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 315-330 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 330-345 | 4 | 2 | 1 | | | | | | | 7 | 0 | 11 | 0 | 7 |
| 345-400 | 3 | 2 | 1 | | | | | | | 6 | 0 | 10 | 0 | 7 |
| | | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| | | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| PEAK HOUR (3:00 - 4:00 PM)TOTAL: | | | | | | | | | | 97 | 318 | 22 | 315 | 15 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | | | 99% | 68% |

| | | | | |
|-------|-------|-----|-------------|-------------|
| NOTE: | BUSES | 27 | 33 CHILDREN | 3:25-3:30pm |
| | | 106 | 17 CHILDREN | 3:25-3:30pm |
| | | 143 | 12 CHILDREN | 3:25-3:30pm |
| | | 127 | 24 CHILDREN | 3:25-3:30pm |
| | | 95 | 26 CHILDREN | 3:25-3:30pm |

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 18, 2017
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 16-May-17
PERIOD: 07:30 AM TO 09:00 AM

| PERIOD: | NON-FACULTY VEHICLES | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 15 | 9 | 4 | | | | | 0 | 0 | 28 | 45 | 0 | 30 | 0 |
| 745 - 800 | 11 | 25 | 4 | 1 | | | | 1 | 44 | 42 | 121 | 0 | 110 | 0 |
| 800 - 815 | 28 | 35 | 8 | 1 | | | | 4 | 66 | 76 | 192 | 0 | 164 | 0 |
| 815 - 830 | 11 | 13 | 2 | | | | | 0 | 0 | 26 | 43 | 0 | 32 | 0 |
| 830 - 845 | 2 | 1 | | | | | | 0 | 0 | 3 | 4 | 0 | 2 | 0 |
| 845 - 900 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN) | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|---|------------|------------|------------|------------|------------|------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1/1</u> | <u>1/2</u> | <u>1/3</u> | <u>1/4</u> | <u>2/1</u> | <u>2/2</u> | <u>3/1</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 1 | 1 | | | | | | 2 | 3 | 2 | 3 | 2 |
| 745 - 800 | | | | | | 1 | | 1 | 2 | 2 | 2 | 2 |
| 800 - 815 | 1 | | | | 1 | | | 2 | 3 | 3 | 3 | 3 |
| 815 - 830 | 1 | | | | | | | 1 | 1 | 1 | 1 | 1 |
| 830 - 845 | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | | | | | | | | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY ONLY VEHICLES | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|-----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 5 | 2 | 1 | | | | 8 | 0 | 12 | 0 | 7 |
| 745 - 800 | 1 | 4 | | | | | 5 | 0 | 9 | 0 | 8 |
| 800 - 815 | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 815 - 830 | 1 | 1 | | | | | 2 | 0 | 3 | 0 | 2 |
| 830 - 845 | 1 | | | | | | 1 | 0 | 1 | 0 | 0 |
| 845 - 900 | | | | | | | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | TOTAL | TOTAL |
|---|--|--|--|--|--|--|--|--|--|-----------------|-----------------|
| | | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> |
| PEAK HOUR (7:30 - 8:30 AM)TOTAL: | | | | | | | | | | 193 | 410 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | |
| | | | | | | | | | | 84% | 78% |

NOTE: BUSES 124 44 CHILDREN 7:45-8:00 am
106 19 CHILDREN 8:00-8:15 am
27 24 CHILDREN 8:00-8:15 am
42 11 CHILDREN 8:00-8:15 am
127 12 CHILDREN 8:00-8:15 am

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| NON-FACULTY VEHICLES | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | |
|----------------------------------|-----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|
| PERIOD: | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 300-315 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 315-330 | 5 | 29 | 12 | 9 | 1 | | | 5 | 117 | 61 | 257 | 0 | 252 | 0 |
| 330-345 | 4 | 7 | 1 | | 1 | | | 0 | 0 | 13 | 26 | 0 | 22 | 0 |
| 345-400 | 1 | 2 | | | | | | 0 | 0 | 3 | 5 | 0 | 4 | 0 |
| FACULTY VEHICLES | | | | | | | | | | | | TOTAL | TOTAL | |
| PERIOD: | NUMBER OF ADULTS (CHILDREN) | | | | | | | | | TOTAL | TOTAL | TOTAL | CARPOOLED | CARPOOLED |
| | <u>1 / 1</u> | <u>1 / 2</u> | <u>1 / 3</u> | <u>1 / 4</u> | <u>2 / 1</u> | <u>2 / 2</u> | <u>3 / 1</u> | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 300-315 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 315-330 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 330-345 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 345-400 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| FACULTY ONLY VEHICLES | | | | | | | | | | | | TOTAL | TOTAL | |
| PERIOD: | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | | | TOTAL | TOTAL | TOTAL | CARPOOLED | CARPOOLED | |
| | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> | |
| 245-300 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | |
| 300-315 | 3 | | | | | | | | 3 | 0 | 3 | 0 | 0 | |
| 315-330 | 2 | | | | | | | | 2 | 0 | 2 | 0 | 0 | |
| 330-345 | 1 | 3 | | | | | | | 4 | 0 | 7 | 0 | 6 | |
| 345-400 | 2 | 3 | | | | | | | 5 | 0 | 8 | 0 | 6 | |
| | | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| | | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| PEAK HOUR (3:00 - 4:00 PM)TOTAL: | | | | | | | | | | 91 | 288 | 20 | 278 | 12 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | | | 97% | 60% |

| | | |
|-------|-------|-------------|
| NOTE: | BUSES | 11 CHILDREN |
| | | 17 CHILDREN |
| | | 45 CHILDREN |
| | | 14 CHILDREN |
| | | 30 CHILDREN |

APPENDIX E

**TRANSPORTATION IMPACT STUDY MEMORANDUM OF
UNDERSTANDING (DATED JANUARY 11, 2018 AND APPROVED
JANUARY 11, 2018)**



Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: The Curtis School Master Plan

Project Address: 15871 Mulholland Drive

Project Description: Upgrade existing educational facilities, with no student enrollment cap increase. Demolish portions of existing buildings and construct new facilities. Construct seven new buildings and additions to four existing buildings, resulting in a net increase of approximately 59,930 SF, for a total buildout of 126,040 SF. No changes to access/egress. Increase of 50 additional faculty and staff members over the number currently permitted (from 68 to 118).

LADOT Project Case Number: **WLA97-007** Project Site Plan attached? (Required) ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 32.00 % S 39.00 % E 11.00 % W 18.00 %

Illustration of Project trip distribution percentages at Study intersections attached? (Required) ☒ Yes ☐ No

Trip Generation Adjustments (Exact amount of credit subject to approval by LADOT)

| | Yes | No |
|----------------------------------|-------------------------------------|-------------------------------------|
| Transit Usage | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Transportation Demand Management | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Existing Active Land Use | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Previous Land Use | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Internal Trip | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Pass-By Trip | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

* Continuation of TDM program already in place, which is reflected in the trip generation rates.
 ** Existing school to be reconfigured.

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ☒ Other: Empirical Rates derived from School Trip Monitoring

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) ☒ Yes ☐ No

| | IN | OUT | TOTAL |
|----------|-----------|-----------|-----------|
| AM Trips | <u>24</u> | <u>3</u> | <u>27</u> |
| PM Trips | <u>3</u> | <u>24</u> | <u>27</u> |

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2035 Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) ☐ Yes ☒ No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? (Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied) ☐ Yes ☒ No


Map of Study Intersections attached? (May be subject to LADOT revision after initial impact analysis) ☒ Yes ☐ No

Is this Project located on a street within the High Injury Network? ☐ Yes ☒ No

IV. CONTACT INFORMATIONCONSULTANTName: Crain & AssociatesAddress: 300 Corporate Pointe, Suite 470, Culver City, CA 90230Phone Number: (310) 473-6508E-Mail: rkelly@crainandassociates.comDEVELOPERThe Curtis School15871 Mulholland Drive, Los Angeles, CA 90049(310) 476-1251

Approved by: x Ryan J. Kelly
Digitally signed by Ryan J. Kelly
DN: cn=Ryan J. Kelly, o=Crain & Associates,
ou=Senior Transportation Engineer,
email=rkelly@crainandassociates.com, c=US
Date: 2018.01.11 12:00:56 -0800
Consultant's Representative

1/11/2018
Date

x 
LADOT Representative

1-11-18
Date

ATTACHMENT 1

CONCEPTUAL PROJECT SITE PLAN



- BUILDING HEIGHT
- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- PARKING & ROADS
- LANDSCAPE

The Curtis School
15871 Mulholland Drive, Los Angeles, CA 90049
Tel.: (310) 476-1251 Fax: (310) 476-1542

EHRENKRANTZ
ECKSTUT
& KUHN
ARCHITECTS

Curtis School Los Angeles, CA

DRAWING TITLE
SITE PLAN

SCALE
0' 15' 30' 60'
1" = 60'-0"

DATE
9.15.2017

A-009

ATTACHMENT 2

PROJECT TRIP DISTRIBUTION PERCENTAGES

ATTACHMENT 3

PROJECT WEEKDAY TRIP GENERATION RATES AND SUMMARY

Attachment 3(a) Project Weekday Trip Generation Summary

Project Trip Rate Development¹

AM Peak Hour

Portion of employees arriving during the AM Peak Hour:

| | Arriving | / | Total | = | AM Peak-Hour Employee Arrival Rate | |
|------|----------|---|-------|---|---------------------------------------|----------------|
| 2015 | 38 | / | 68 | = | 55.9% | |
| 2016 | 35 | / | 68 | = | 51.5% | Average: 51.5% |
| 2017 | 32 | / | 68 | = | 47.1% | |

In order to be conservative, an AM peak-hour employee arrival rate of **70 percent** (all of the employees allowed to arrive before 9:30 AM) has been assumed for the increase in employment of up to 50 faculty/staff members.

Of the employees arriving during the AM Peak Hour, the vehicle trip rate per employee was observed to be:

| | Vehicles | / | Employees | = | AM Peak-Hour Vehicle Trip Rate (veh/emp) | |
|------|----------|---|-----------|---|---|---------------|
| 2015 | 25 | / | 38 | = | 0.66 | |
| 2016 | 23 | / | 35 | = | 0.66 | Average: 0.66 |
| 2017 | 21 | / | 32 | = | 0.66 | |

Therefore, an AM peak-hour vehicle trip rate of **0.66 vehicles per employee** has been assumed for the increase in employment of up to 35 faculty/staff members arriving in the AM peak hour.

School PM Peak Hour

Portion of employees departing during the School PM Peak Hour:

| | Departing | / | Total | = | School PM Peak-Hour Employee Departure Rate | |
|------|-----------|---|-------|---|--|----------------|
| 2015 | 11 | / | 68 | = | 16.2% | |
| 2016 | 22 | / | 68 | = | 32.4% | Average: 26.0% |
| 2017 | 20 | / | 68 | = | 29.4% | |

In order to be conservative, a School PM peak-hour employee departure rate of **30 percent** has been assumed for the increase in employment of up to 50 faculty/staff members.

Of the employees departing during the School PM Peak Hour, the vehicle trip rate per employee was observed to be:

| | Vehicles | / | Employees | = | School PM Peak-Hour Vehicle Trip Rate (veh/emp) | |
|------|----------|---|-----------|---|---|---------------|
| 2015 | 7 | / | 11 | = | 0.64 | |
| 2016 | 14 | / | 22 | = | 0.64 | Average: 0.66 |
| 2017 | 14 | / | 20 | = | 0.70 | |

With the same rate as the School AM peak-hour, a vehicle trip rate of **0.66 vehicles per employee** has been assumed for the increase in employment of up to 15 faculty/staff members departing during the School PM peak hour.

PM Peak Hour

Given that no traffic monitoring results were available during the PM peak hour of adjacent street traffic and in order to provide a conservative analysis, the inverse trip characteristics of the AM peak hour have been assumed for the PM peak hour. Therefore, a PM peak-hour employee departure rate of **70 percent** has been assumed and a PM peak-hour vehicle trip rate of **0.66 vehicles per employee** has been assumed for the increase in employment of up to 35 departing faculty/staff members.

Notes

¹ Per the attached The Curtis School Annual Traffic Monitoring Results for 2015 through 2017.

Attachment 3(b)

Project Weekday Trip Generation Summary

Project Trip Generation Estimates¹

AM Peak Hour

| | | | | | | | |
|------------------|---|----------------------------|---|--|---|----|-----------------------------|
| 50 new employees | x | 0.70 employee arrival rate | x | 0.66 inbound trips per arriving employee | = | 24 | Inbound Trips |
| | | | | | | 3 | Outbound Trips ² |
| | | | | | | 27 | Total Trips |

School PM Peak Hour

| | | | | | | | |
|------------------|---|------------------------------|---|--|---|----|----------------------------|
| 50 new employees | x | 0.30 employee departure rate | x | 0.66 outbound trips per departing employee | = | 1 | Inbound Trips ² |
| | | | | | | 10 | Outbound Trips |
| | | | | | | 11 | Total Trips |

PM Peak Hour

| | | | | | | | |
|------------------|---|------------------------------|---|--|---|----|----------------------------|
| 50 new employees | x | 0.70 employee departure rate | x | 0.66 outbound trips per departing employee | = | 3 | Inbound Trips ² |
| | | | | | | 24 | Outbound Trips |
| | | | | | | 27 | Total Trips |

Notes

¹ Per the attached The Curtis School Annual Traffic Monitoring Results for 2015 through 2017.

² Few project employee trips are expected outbound during the AM peak hour and inbound during the School PM peak hour and PM peak hour. It has conservatively been assumed that these trips would constitute the approximate 12 percent outbound portion of total trips during the AM peak hour of the generator for Land Use Code 710 [General Office Building], based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*.

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 7, 2015
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 30-Apr-15
PERIOD: 07:30 AM TO 09:00 AM

| PERIOD: | NON-FACULTY VEHICLES | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 6 | 11 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | 55 | 0 | 49 | 0 |
| 745 - 800 | 3 | 23 | 4 | 5 | 0 | 1 | 0 | 2 | 42 | 38 | 129 | 0 | 126 | 0 |
| 800 - 815 | 8 | 26 | 7 | 2 | 0 | 0 | 0 | 4 | 86 | 47 | 175 | 0 | 167 | 0 |
| 815 - 830 | 2 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 33 | 0 | 31 | 0 |
| 830 - 845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 0 |
| 845 - 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN) | | | | | | | TOTAL <u>VEHICLES</u> | TOTAL <u>CHILDREN</u> | TOTAL <u>ADULTS</u> | TOTAL | TOTAL |
|-----------|---|------------|------------|------------|------------|------------|------------|--------------------------|--------------------------|------------------------|-----------------|---------------|
| | <u>1/1</u> | <u>1/2</u> | <u>1/3</u> | <u>1/4</u> | <u>2/1</u> | <u>2/2</u> | <u>3/1</u> | | | | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 2 |
| 745 - 800 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 |
| 800 - 815 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 4 | 2 | 4 |
| 815 - 830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 830 - 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY ONLY VEHICLES | | | | | | TOTAL <u>VEHICLES</u> | TOTAL <u>CHILDREN</u> | TOTAL <u>ADULTS</u> | TOTAL | TOTAL |
|-----------|-----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------------|--------------------------|------------------------|-----------------|---------------|
| | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | | | | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 2 | 2 | 1 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 7 |
| 745 - 800 | 5 | 5 | 0 | 0 | 0 | 0 | 10 | 0 | 15 | 0 | 10 |
| 800 - 815 | 3 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 4 |
| 815 - 830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 830 - 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | TOTAL | TOTAL |
|---|--|--|--|--|--|--|--|--|--|-----------------|---------------|
| | | | | | | | | | | <u>CHILDREN</u> | <u>ADULTS</u> |
| PEAK HOUR (7:30 - 8:30 AM)TOTAL: | | | | | | | | | | 151 | 398 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | 95% | 74% |

NOTE: BUSES 23 10 CHILDREN 7:54
6 32 CHILDREN 7:57
6A 28 CHILDREN 8:01
5A 21 CHILDREN 8:01
7 23 CHILDREN 8:01
5 14 CHILDREN 8:10

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 7, 2015
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 30-Apr-15
PERIOD: 02:45 PM TO 04:00 PM

| NON-FACULTY VEHICLES | | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|----------------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|
| PERIOD: | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 |
| 300-315 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 8 | 0 |
| 315-330 | 2 | 21 | 11 | 11 | 2 | 1 | 0 | 6 | 114 | 54 | 251 | 0 | 249 | 0 |
| 330-345 | 5 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 32 | 0 | 27 | 0 |
| 345-400 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 3 | 0 |
| FACULTY VEHICLES | | | | | | | | | | | | | TOTAL | TOTAL |
| NUMBER OF ADULTS (CHILDREN) | | | | | | | | | | TOTAL | TOTAL | TOTAL | CARPOOLED | CARPOOLED |
| PERIOD: | <u>1 / 1</u> | <u>1 / 2</u> | <u>1 / 3</u> | <u>1 / 4</u> | <u>2 / 1</u> | <u>2 / 2</u> | <u>3 / 1</u> | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| 300-315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| 315-330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| 330-345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| 345-400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| FACULTY ONLY VEHICLES | | | | | | | | | | | | | TOTAL | TOTAL |
| PERIOD: | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | | | TOTAL | TOTAL | TOTAL | CARPOOLED | CARPOOLED | |
| 245-300 | 0 | 0 | 0 | 0 | 0 | 0 | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> | |
| 300-315 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 315-330 | 2 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 330-345 | 0 | 3 | 0 | 0 | 0 | 0 | | | 2 | 0 | 2 | 0 | 0 | |
| 345-400 | 1 | 1 | 0 | 0 | 0 | 0 | | | 3 | 0 | 6 | 0 | 6 | |
| | | | | | | | | | | 2 | 0 | 3 | 0 | 2 |
| | | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| | | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| PEAK HOUR (3:00 - 4:00 PM)TOTAL: | | | | | | | | | | 80 | 295 | 11 | 287 | 8 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | | | 97% | 73% |

NOTE: BUSES 7 23 CHILDREN 3:24
6A 22 CHILDREN 3:24
6 31 CHILDREN 3:24
5A 17 CHILDREN 3:24
5 9 CHILDREN 3:26
23 12 CHILDREN 3:27

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 24, 2016
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 18-May-16
PERIOD: 07:30 AM TO 09:00 AM

| PERIOD: | NON-FACULTY VEHICLES | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 15 | 15 | 3 | | | | | 2 | 49 | 35 | 103 | 0 | 88 | 0 |
| 745 - 800 | 11 | 13 | 7 | 1 | | 1 | | 3 | 67 | 36 | 135 | 0 | 124 | 0 |
| 800 - 815 | 16 | 36 | 12 | 3 | 2 | | | 0 | 0 | 69 | 146 | 0 | 130 | 0 |
| 815 - 830 | 8 | 13 | 3 | | | | | 0 | 0 | 24 | 43 | 0 | 35 | 0 |
| 830 - 845 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN) | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|---|------------|------------|------------|------------|------------|------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1/1</u> | <u>1/2</u> | <u>1/3</u> | <u>1/4</u> | <u>2/1</u> | <u>2/2</u> | <u>3/1</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 745 - 800 | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 800 - 815 | | 1 | | 1 | | | 1 | 3 | 7 | 5 | 7 | 5 |
| 815 - 830 | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 830 - 845 | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | | | | | | | | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY ONLY VEHICLES | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|-----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 3 | 2 | | | | | 5 | 0 | 7 | 0 | 4 |
| 745 - 800 | 6 | 2 | 2 | | | | 10 | 0 | 16 | 0 | 10 |
| 800 - 815 | 2 | 2 | | | | | 4 | 0 | 6 | 0 | 4 |
| 815 - 830 | 1 | | | | | | 1 | 0 | 1 | 0 | 0 |
| 830 - 845 | 1 | | | | | | 1 | 0 | 1 | 0 | 0 |
| 845 - 900 | | | | | | | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | TOTAL | TOTAL |
|---|--|--|--|--|--|--|--|--|--|-----------------|-----------------|
| | | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> |
| PEAK HOUR (7:30 - 8:30 AM)TOTAL: | | | | | | | | | | 187 | 434 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | 88% |
| | | | | | | | | | | | 66% |

NOTE: BUSES 27 36 CHILDREN 7:30-7:45 am
106 16 CHILDREN 7:45-8:00 am
143 13 CHILDREN 7:30-7:45 am
127 19 CHILDREN 7:45-8:00 am
95 32 CHILDREN 7:45-8:00 am

Crain & Associates
May 24, 2016
DRAFT

| NON-FACULTY VEHICLES | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | |
|----------------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| PERIOD: | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 300-315 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 315-330 | | 29 | 20 | 4 | 4 | | | 5 | 112 | 62 | 266 | 0 | 266 | 0 |
| 330-345 | 1 | 9 | 1 | | | 1 | | 0 | 0 | 12 | 28 | 0 | 27 | 0 |
| 345-400 | 2 | 2 | 3 | 2 | | | | 0 | 0 | 9 | 23 | 0 | 21 | 0 |
| FACULTY VEHICLES | | | | | | | | | | | | | | |
| NUMBER OF ADULTS (CHILDREN) | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | |
| PERIOD: | <u>1 / 1</u> | <u>1 / 2</u> | <u>1 / 3</u> | <u>1 / 4</u> | <u>2 / 1</u> | <u>2 / 2</u> | <u>3 / 1</u> | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 300-315 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 315-330 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 330-345 | 1 | | | | | | | | | 1 | 1 | 1 | 1 | 1 |
| 345-400 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| FACULTY ONLY VEHICLES | | | | | | | | | | | | | | |
| PERIOD: | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | 1 | 1 | | | | | | | | 2 | 0 | 3 | 0 | 2 |
| 300-315 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 315-330 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 330-345 | 4 | 2 | 1 | | | | | | | 7 | 0 | 11 | 0 | 7 |
| 345-400 | 3 | 2 | 1 | | | | | | | 6 | 0 | 10 | 0 | 7 |
| | | | | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| | | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| PEAK HOUR (3:00 - 4:00 PM)TOTAL: | | | | | | | | | | 97 | 318 | 22 | 315 | 15 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | | | 99% | 68% |

| | | | | |
|-------|-------|-----|-------------|-------------|
| NOTE: | BUSES | 27 | 33 CHILDREN | 3:25-3:30pm |
| | | 106 | 17 CHILDREN | 3:25-3:30pm |
| | | 143 | 12 CHILDREN | 3:25-3:30pm |
| | | 127 | 24 CHILDREN | 3:25-3:30pm |
| | | 95 | 26 CHILDREN | 3:25-3:30pm |

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 18, 2017
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 16-May-17
PERIOD: 07:30 AM TO 09:00 AM

| PERIOD: | NON-FACULTY VEHICLES | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 15 | 9 | 4 | | | | | 0 | 0 | 28 | 45 | 0 | 30 | 0 |
| 745 - 800 | 11 | 25 | 4 | 1 | | | | 1 | 44 | 42 | 121 | 0 | 110 | 0 |
| 800 - 815 | 28 | 35 | 8 | 1 | | | | 4 | 66 | 76 | 192 | 0 | 164 | 0 |
| 815 - 830 | 11 | 13 | 2 | | | | | 0 | 0 | 26 | 43 | 0 | 32 | 0 |
| 830 - 845 | 2 | 1 | | | | | | 0 | 0 | 3 | 4 | 0 | 2 | 0 |
| 845 - 900 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN) | | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|---|------------|------------|------------|------------|------------|------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1/1</u> | <u>1/2</u> | <u>1/3</u> | <u>1/4</u> | <u>2/1</u> | <u>2/2</u> | <u>3/1</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 1 | 1 | | | | | | 2 | 3 | 2 | 3 | 2 |
| 745 - 800 | | | | | | 1 | | 1 | 2 | 2 | 2 | 2 |
| 800 - 815 | 1 | | | | 1 | | | 2 | 3 | 3 | 3 | 3 |
| 815 - 830 | 1 | | | | | | | 1 | 1 | 1 | 1 | 1 |
| 830 - 845 | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 845 - 900 | | | | | | | | 0 | 0 | 0 | 0 | 0 |

| PERIOD: | FACULTY ONLY VEHICLES | | | | | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
|-----------|-----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|
| | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 730 - 745 | 5 | 2 | 1 | | | | 8 | 0 | 12 | 0 | 7 |
| 745 - 800 | 1 | 4 | | | | | 5 | 0 | 9 | 0 | 8 |
| 800 - 815 | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 815 - 830 | 1 | 1 | | | | | 2 | 0 | 3 | 0 | 2 |
| 830 - 845 | 1 | | | | | | 1 | 0 | 1 | 0 | 0 |
| 845 - 900 | | | | | | | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | TOTAL | TOTAL |
|---|--|--|--|--|--|--|--|--|--|-----------------|-----------------|
| | | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> |
| PEAK HOUR (7:30 - 8:30 AM)TOTAL: | | | | | | | | | | 193 | 410 |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | |
| | | | | | | | | | | 84% | 78% |

NOTE: BUSES 124 44 CHILDREN 7:45-8:00 am
106 19 CHILDREN 8:00-8:15 am
27 24 CHILDREN 8:00-8:15 am
42 11 CHILDREN 8:00-8:15 am
127 12 CHILDREN 8:00-8:15 am

Crain & Associates
May 18, 2017
DRAFT

| NON-FACULTY VEHICLES | | | | | | | SCHOOL BUS | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | |
|----------------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|
| PERIOD: | <u>1 CHILD</u> | <u>2 CHILDREN</u> | <u>3 CHILDREN</u> | <u>4 CHILDREN</u> | <u>5 CHILDREN</u> | <u>6 CHILDREN</u> | <u>7 CHILDREN</u> | <u># OF BUS</u> | <u>CHILDREN</u> | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 300-315 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 315-330 | 5 | 29 | 12 | 9 | 1 | | | 5 | 117 | 61 | 257 | 0 | 252 | 0 |
| 330-345 | 4 | 7 | 1 | | 1 | | | 0 | 0 | 13 | 26 | 0 | 22 | 0 |
| 345-400 | 1 | 2 | | | | | | 0 | 0 | 3 | 5 | 0 | 4 | 0 |
| FACULTY VEHICLES | | | | | | | | | | | | TOTAL | TOTAL | |
| NUMBER OF ADULTS (CHILDREN) | | | | | | | | | TOTAL | TOTAL | TOTAL | CARPOOLED | CARPOOLED | |
| PERIOD: | <u>1 / 1</u> | <u>1 / 2</u> | <u>1 / 3</u> | <u>1 / 4</u> | <u>2 / 1</u> | <u>2 / 2</u> | <u>3 / 1</u> | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> |
| 245-300 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 300-315 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 315-330 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 330-345 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| 345-400 | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| FACULTY ONLY VEHICLES | | | | | | | | | | | | TOTAL | TOTAL | |
| PERIOD: | <u>1 ADULT</u> | <u>2 ADULTS</u> | <u>3 ADULTS</u> | <u>4 ADULTS</u> | <u>5 ADULTS</u> | <u>6 ADULTS</u> | | | TOTAL | TOTAL | TOTAL | CARPOOLED | CARPOOLED | |
| 245-300 | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> | |
| 300-315 | 3 | | | | | | | | 0 | 0 | 0 | 0 | 0 | |
| 315-330 | 2 | | | | | | | | 3 | 0 | 3 | 0 | 0 | |
| 330-345 | 1 | 3 | | | | | | | 2 | 0 | 2 | 0 | 0 | |
| 345-400 | 2 | 3 | | | | | | | 4 | 0 | 7 | 0 | 6 | |
| | | | | | | | | | 5 | 0 | 8 | 0 | 6 | |
| | | | | | | | | | | | | TOTAL | TOTAL | |
| | | | | | | | | | TOTAL | TOTAL | TOTAL | CARPOOLED | CARPOOLED | |
| | | | | | | | | | <u>VEHICLES</u> | <u>CHILDREN</u> | <u>ADULTS</u> | <u>CHILDREN</u> | <u>ADULTS</u> | |
| PEAK HOUR (3:00 - 4:00 PM)TOTAL: | | | | | | | | | 91 | 288 | 20 | 278 | 12 | |
| PEAK HOUR CARPOOL PERCENTAGE: | | | | | | | | | | | | 97% | 60% | |

NOTE: BUSES 11 CHILDREN
17 CHILDREN
45 CHILDREN
14 CHILDREN
30 CHILDREN

ATTACHMENT 4

FREEWAY IMPACT ANALYSIS SCREENING

THE CURTIS SCHOOL FACILITIES UPGRADE PROJECT FREEWAY IMPACT ANALYSIS SCREENING

The following State of California Department of Transportation (“Caltrans”) freeway impact analysis screening has been performed for the The Curtis School Facilities Upgrade Project (the “Project”) as part of the Transportation Impact Study Memorandum of Understanding (MOU), per the criteria set forth in the October 2013 *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (the “Agreement”) and the December 2015 *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (the “Amendment”).

Agreement and Amendment Freeway Impact Analysis Screening Criteria

Per Section 3 of the Agreement and the Amendment, the “City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"), for land use proposals that meet any of the following criteria:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane)."

Project Traffic Volume Contributions to State Facilities

In order to estimate the Project's traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project-related traffic, the Project's trip generation was first determined. In order to develop the traffic characteristics of the Project, empirical trip generation rates were determined for school's faculty/staff population using the most recent three years of traffic monitoring report data. Attachment 3 of this Transportation Impact Study MOU presents the trip generation rates and summary for the Project's daily, AM peak-hour, School PM peak-hour, and PM peak-hour traffic volumes.

Estimation of the geographic distribution of Project trips was the next step in the analytical process. Project trip distribution patterns were developed based on the Project land use, existing traffic patterns, characteristics of the surrounding roadway system, the geographic location of the Project site and its proximity to freeways and major travel routes, and residential areas from which employees (faculty/staff) of the new facilities upgrade project would be drawn. The overall Project trip distributions for the school employees were derived based on existing employee home zip code data provided by the school for the school's current employment population. Utilizing the home zip code data and the factors described above, the likely travel routes and trip distribution percentages were estimated for the proposed increase in school employment. The overall Project trip distribution percentages were determined and are summarized in Attachment 2 of this Transportation Impact Study MOU.

The Project trip generation and trip distribution patterns were then used to determine the Project traffic volume contributions to State facilities in the vicinity of the Project site. Attached Table 1 summarizes the anticipated Project traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project traffic.

Freeway Mainline Segment Impact Analysis Screening

In order to perform the freeway mainline segment impact analysis screening, an initial check was performed to see if the directional mainline segments most likely to be impacted by Project traffic would meet the trigger Project traffic volume contributions assuming the most constrained operations on each segment. This initial freeway mainline segment impact screening analysis is shown in Table 1. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a mainline segment at LOS D or a 1 percent or more increase for a segment at LOS E/F. The volume increases are relative to an assumed mainline segment capacity of 2,000 vehicles per hour per lane, per the Agreement. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway mainline operations.

Comparing the traffic volume contributions required to trigger a freeway segment impact analysis at LOS E/F with the anticipated Project volume contributions at each location, the thresholds would not be triggered at either of the two (2) directional segment locations. Therefore, a freeway mainline segment impact analysis is not required.

Freeway Off-Ramp Impact Analysis Screening

In order to perform the freeway off-ramp impact analysis screening, an initial check was performed to see if the off-ramp locations most likely to be impacted by Project traffic would meet the trigger traffic volume contributions assuming the most constrained operations for the off-ramp. This initial freeway off-ramp screening analysis is also shown in Table 1. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a freeway off-ramp operating at LOS D or a 1 percent or more increase for an off-ramp at LOS E/F. These volume increases are relative to the assumed capacity of 850 vehicles per hour per

lane, per the Agreement and Amendment. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway off-ramp operations.

Comparing the traffic volume contributions required to trigger a freeway off-ramp impact analysis at LOS E/F with the anticipated Project volume contributions at the two (2) off-ramp locations, the thresholds would not be triggered at either of the freeway off-ramp locations. Therefore, a freeway off-ramp impact analysis is not required.

Table 1

**The Curtis School Facilities Upgrade Project
Traffic Volume Contributions to State Freeway Mainline and Off-Ramp Facilities**

PROJECT TRIP GENERATION

| Project Trip Generation | | |
|-------------------------|-----------|-----------|
| <u>Direction</u> | <u>AM</u> | <u>PM</u> |
| Inbound | 24 | 3 |
| Outbound | 3 | 24 |

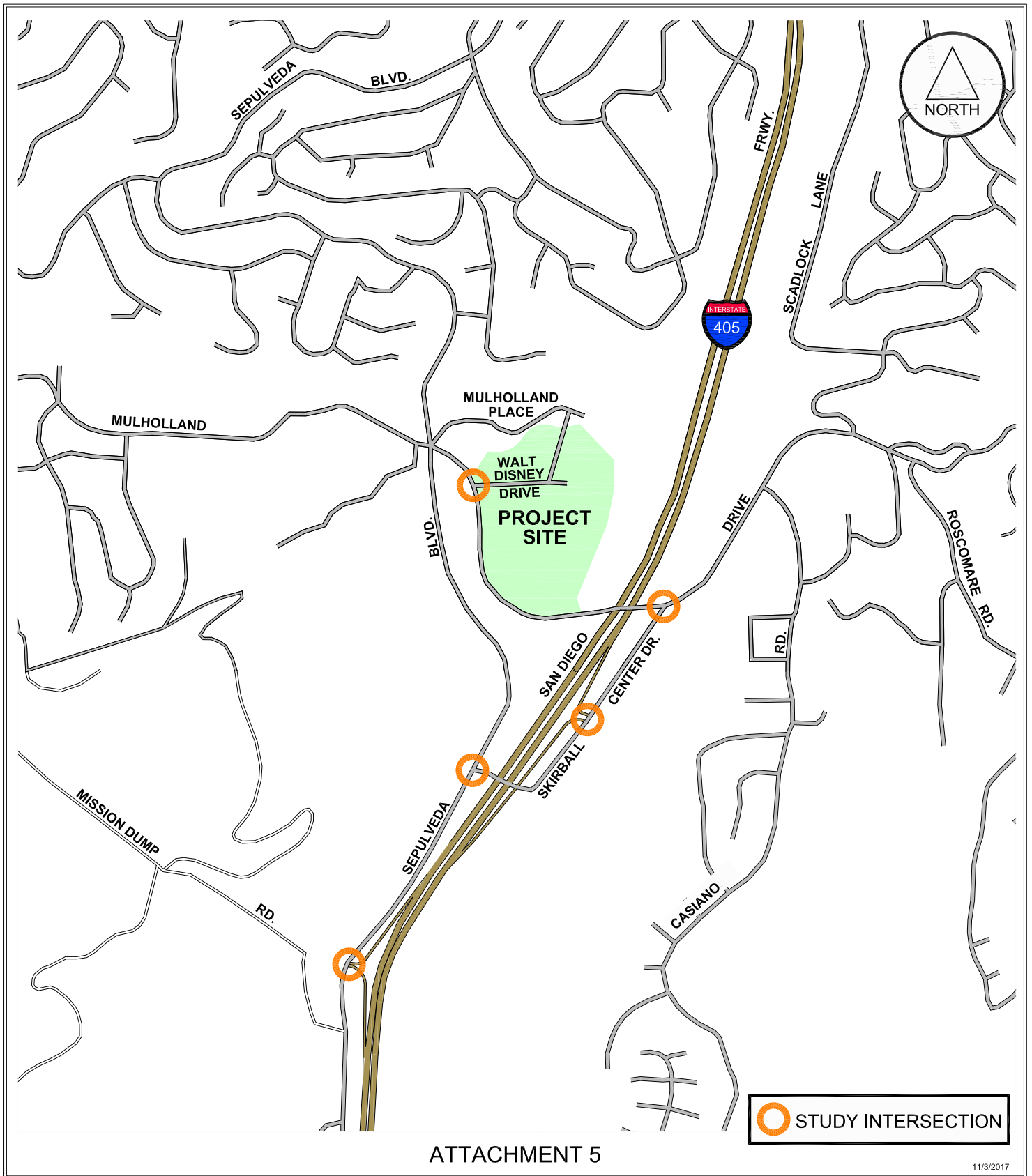
CALTRANS FREEWAY IMPACT ANALYSIS

| FREEWAY MAINLINE VOLUME CALCULATIONS | | Proj. Trip Direction | Net Project Trips | | | Number of Lanes | Capacity per Lane* | Total Capacity | Percentage Added by Project | | Threshold Percentage For Screening* | Requires Analysis? |
|--|------------------|-------------------------|-------------------|-----------|-----------|--------------------|-----------------------|-------------------|--------------------------------|-----------|---|-----------------------|
| <u>Mainline Segment Location</u> | <u>Direction</u> | | <u>Percentage</u> | <u>AM</u> | <u>PM</u> | | | | <u>AM</u> | <u>PM</u> | | |
| I-405 Freeway, n/o Mulholland Drive | Southbound | Inbound | 28% | 6.7 | 0.8 | 5 | 2000 | 10000 | 0.07% | 0.01% | 1.00% | No |
| | Northbound | Outbound | 28% | 0.8 | 6.7 | 6 | 2000 | 12000 | 0.01% | 0.06% | 1.00% | No |
| I-405 Freeway, s/o Sepulveda Boulevard | Northbound | Inbound | 35% | 8.4 | 1.1 | 5 | 2000 | 10000 | 0.08% | 0.01% | 1.00% | No |
| | Southbound | Outbound | 35% | 1.1 | 8.4 | 4 | 2000 | 8000 | 0.01% | 0.11% | 1.00% | No |
| FREEWAY OFF-RAMP VOLUME CALCULATIONS | | | | | | | | | | | | |
| <u>Off-Ramp Location</u> | | | | | | | | | | | | |
| I-405 Freeway NB Off-Ramp to Skirball Center Drive | Northbound | Inbound | 35% | 8.4 | 1.1 | 1 | 850 | 850 | 0.99% | 0.13% | 1.00% | No |
| I-405 Freeway SB Off-Ramp to Sepulveda Boulevard | Southbound | Inbound | 28% | 6.7 | 0.8 | 1 | 850 | 850 | 0.79% | 0.09% | 1.00% | No |

* Criteria for freeway mainline segments and off-ramps operating at LOS E or F per *Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures, October 2013* and *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015*.

ATTACHMENT 5

PROPOSED STUDY INTERSECTIONS



11/3/2017

FN: CURTIS SCHOOL/REPORT-GRAPHICS20151111/STUDY-INTS

PROPOSED STUDY INTERSECTIONS



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