

---

---

### III. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

---

---

#### DRAFT EIR

#### I. INTRODUCTION/SUMMARY

In response to Comment No. 2.1 on the Draft EIR, the following mitigation measure is added to Table I-1, Summary of Environmental Impacts and Mitigation Measures, of the Draft EIR (page I-15):

- (D-4) Prior to demolition of the existing East Building, environmental concerns related to organochlorine pesticides from termiticides shall be investigated and, if necessary, mitigated, in accordance with Department of Toxic Substances Control's (DTSC) Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead From Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006.

The addition of this mitigation measure to Section I corresponds with the addition of this mitigation measure to Section IV.D of the Draft EIR. Incorporation of this added mitigation measure does not materially change any findings or conclusions contained within the Draft EIR.

In response to Comment Nos. 5.17 and 31.4 on the Draft EIR, the following revisions are made to Mitigation Measure G-4 in Table I-1, Summary of Environmental Impacts and Mitigation Measures, of the Draft EIR (page I-20):

- (G-4) Two weeks prior to the commencement of demolition and construction at the Bundy Campus, notification shall be provided to the Santa Monica Airport administration, off-site residential uses located ~~along to~~ the southern boundary of the Bundy Campus, the Mar Vista Community Council, as well as on-site posting within the Bundy Campus, disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.

The revisions to this mitigation measure reflect the revisions to this mitigation measure in Section IV.G of the Draft EIR and do not materially change any findings or conclusions contained within the Draft EIR.

The following inadvertent error was identified in the "Level of Significance after Mitigation" for the Transportation and Traffic mitigation measures in Table I-1, Summary of Environmental Impacts and Mitigation Measures, of the Draft EIR (page I-25) and is corrected as follows:

"The Master Plan's impacts would be less-than-significant with respect to the regional transportation system, parking, impacts at 21 of the 27 intersections studied, and impacts at 20 of the ~~23~~ 22 street segments studied."

The correction to this text in Table I-1 does not materially change any findings or conclusions in the Draft EIR.

## II. PROJECT DESCRIPTION

In response to Comment No. 5.2 on the Draft EIR, Figure II-2 has been revised to reflect the correct location of Santa Monica Boulevard and the Emeritus College. The revised Figure II-2 is included on page III-3 of this Section.

In response to Comment No. 5.3, the text “via Donald Douglas Loop South” on pages II-8, II-9, and II-10 has been corrected to read “at Donald Douglas Loop South,” as shown below:

1. Spitfire Grill Driveway. Once access is secured to Airport Avenue ~~via~~ at Donald Douglas Loop South, this historical access point to Airport Avenue, located at the Bundy Campus’ northern edge between the Spitfire Grill and the 3200 Airport Avenue Building, would not be used on a regular basis.
2. 3400 Airport Avenue Building Driveway. Once access is secured to Airport Avenue ~~via~~ at Donald Douglas Loop South, this historical access point to Airport Avenue, located at the Bundy Campus’ northern edge between the 3400 Airport Avenue Building and Bundy Drive, would not be used on a regular basis.
5. Donald Douglas Loop South. SMC intends to secure access from the Bundy Campus to Airport Avenue ~~via~~ at Donald Douglas Loop South, located along the Bundy Campus’ northern edge, west of the 3200 Airport Avenue Building. Beginning in January 2006, right-turn egress-only from the Bundy Campus has been provided via a newly resurfaced and re-stripped driveway at this location.

In addition, the same text in the third sentence on page II-10 has been corrected as follows:

“As discussed above, the Spitfire Grill Driveway (access point 1) and the 3400 Airport Avenue Building Driveway (access point 2) would not be used on a regular basis once access is secured to Airport Avenue ~~via~~ at Donald Douglas Loop South.”

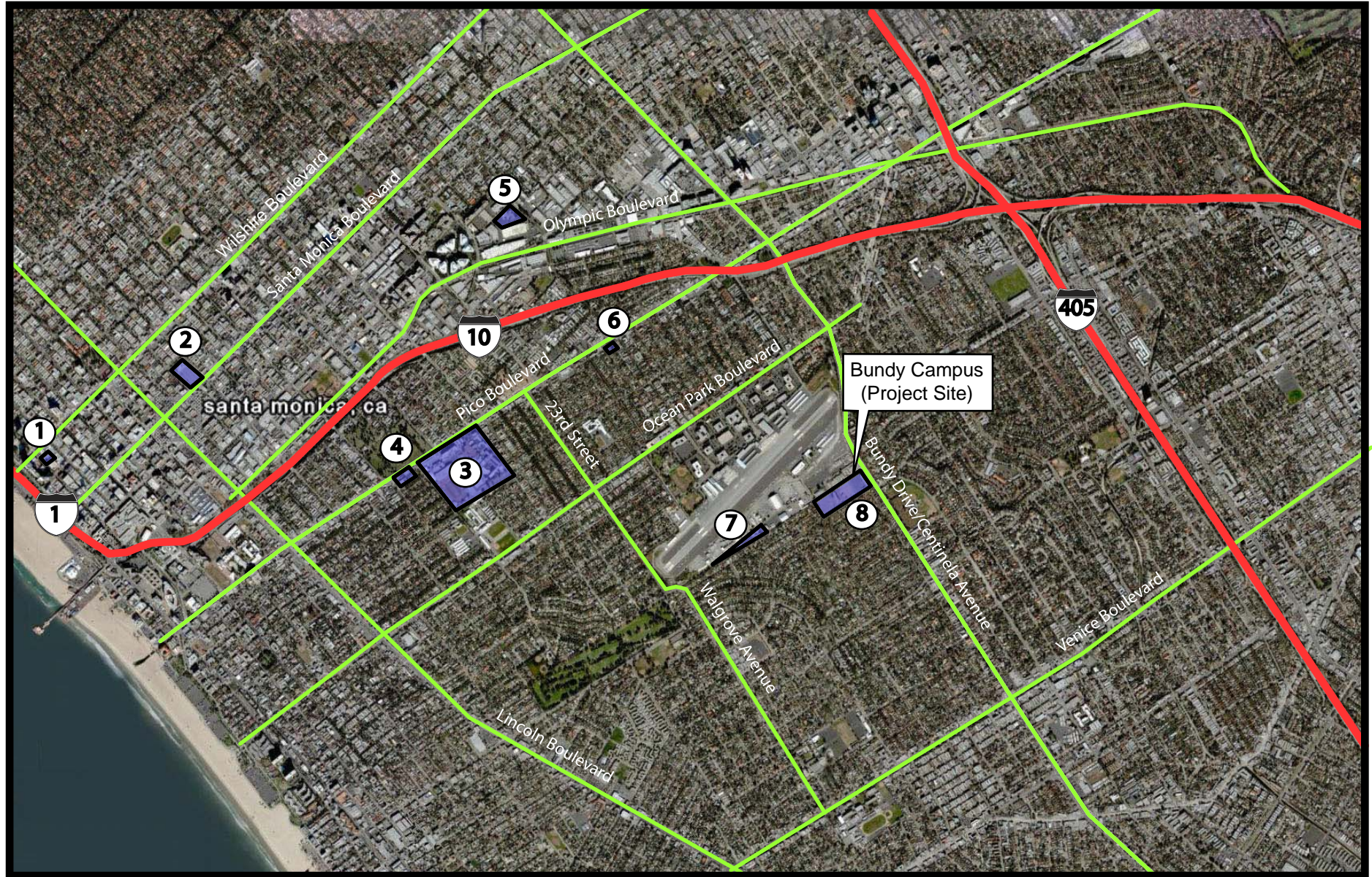
These corrections do not change any findings or conclusions contained within the Draft EIR.

## III. ENVIRONMENTAL SETTING

In response to Comment No. 5.3, the text in the last sentence of the second full paragraph on page III-13 has been corrected as shown below:

“In January 2006, with the opening of the driveway to Airport Avenue ~~by way of~~ at Donald Douglas Loop South, parking on the Bundy Campus was made available to all students and staff.”

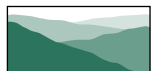




Legend: SMC Campus Facilities

- |                     |  |  |                                |
|---------------------|--|--|--------------------------------|
| 1. Emeritus College | 3. Santa Monica College Main Campus    | 5. Academy of Entertainment and Technology | 7. Airport Arts Campus         |
| 2. Madison Campus   | 4. Vacant Lot at 14th & Pico Boulevard | 6. Administration                          | 8. Bundy Campus (Project Site) |

Source: (Image) Sandborn copywrite 2005, TeleAtlas copywrite 2005, and GoogleEarth copywrite 2005; (Figure) Christopher A. Joseph & Associates, January 2006; amended January 2007.



CHRISTOPHER A. JOSEPH & ASSOCIATES  
Environmental Planning and Research

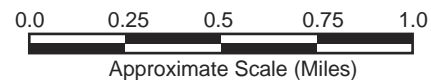


Figure II-2  
Project Location Map



In response to Comment Nos. 7.12, 8.4, 23.3, 26.1, 26.14, 26.17, and 28.1, the fifth page of Table III-1 (i.e., page III-20 of the Draft EIR) has been edited to delete the words “removal of shuttle lot N/A” under the description for Related Project No. 113.

In addition, in response to Comment Nos. 5.25 and 5.37, two new related projects, Related Project Nos. 118 and 119, have been added to Table III-1.

As edited, the referenced portions of Table III-1 read as follows:

113	Airport Park Expansion	city park (acre)	4	Donald Douglas Loop to north, Airport Avenue to south, Bundy Drive to east	Santa Monica
		dog park (acre)	1		
		recreation field (acre)	1		
		removal of shuttle lot	NA		
<u>118</u>	<u>Madison Campus</u>	<u>New theater (sf)</u>	32,000	<u>11<sup>th</sup> Street and Arizona Avenue</u>	<u>Santa Monica</u>
<u>119</u>	<u>Big Blue Bus – New Bus Line</u>	<u>public transit bus line</u>	<u>N/A</u>	<u>Westwood/Pico to 1900 Pico Boulevard via Palms and Mar Vista</u>	<u>Santa Monica</u>

In addition, Figure III-9 has been revised to reflect the addition of Related Project Nos. 118 and 119. The revised Figure III-9 is included on the following page of this Section.

The correction to the description of Related Project No. 113 and the addition of Related Project Nos. 118 and 119 do not change any findings or conclusions contained within the Draft EIR.

#### **IV. ENVIRONMENTAL IMPACT ANALYSIS**

##### **A. Impacts Found to be Less Than Significant**

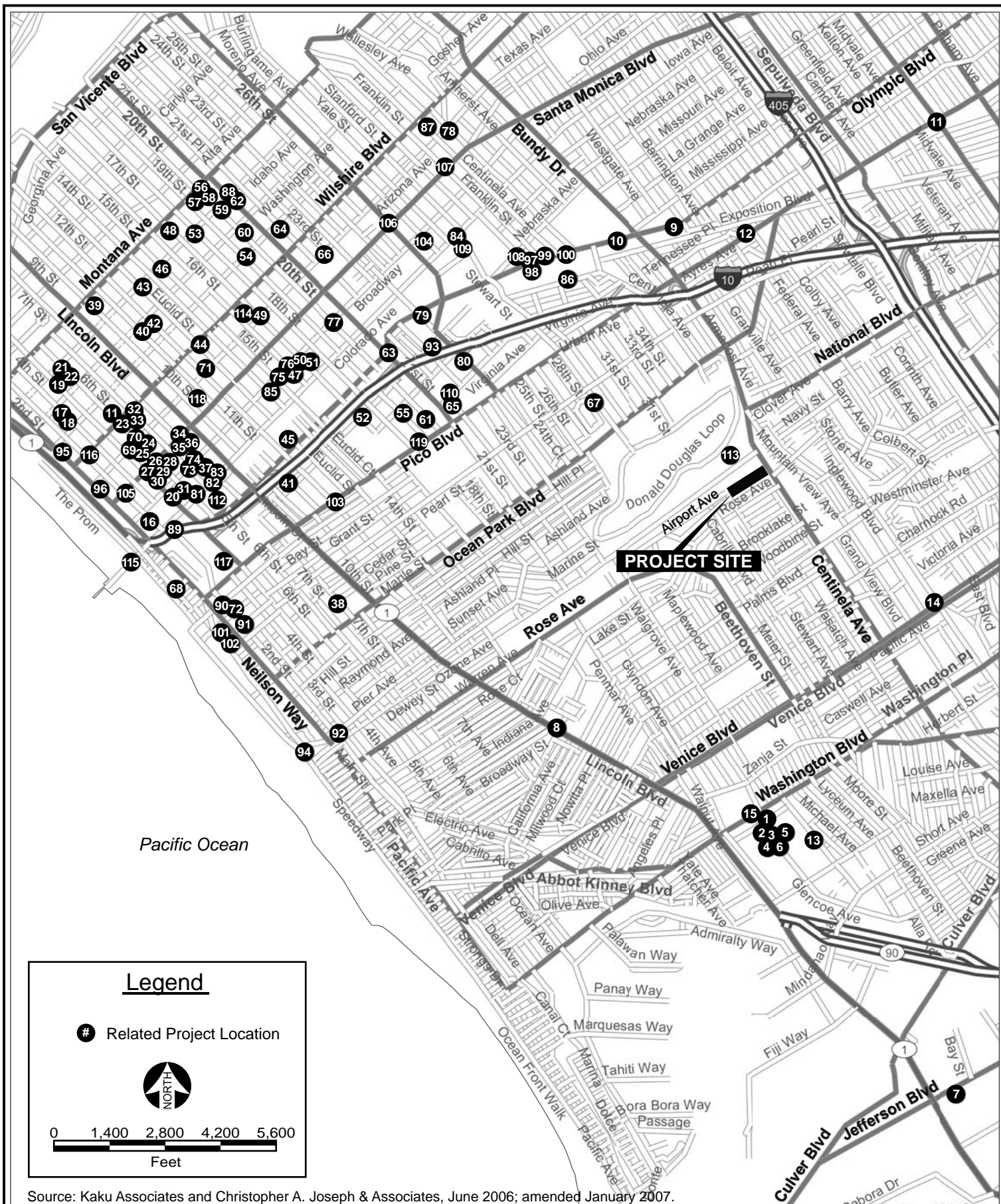
No additions or corrections to this Section of the Draft EIR were required.

##### **B. Aesthetics**

No additions or corrections to this Section of the Draft EIR were required.

##### **C. Air Quality**

No additions or corrections to this Section of the Draft EIR were required.



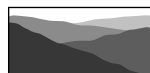
**PROJECT SITE**

**Legend**

# Related Project Location

0 1,400 2,800 4,200 5,600  
Feet

Source: Kaku Associates and Christopher A. Joseph & Associates, June 2006; amended January 2007.



**CHRISTOPHER A. JOSEPH & ASSOCIATES**  
Environmental Planning and Research

**Figure III-9**  
**Related Projects Location Map**

#### **D. Hazards and Hazardous Materials**

In response to Comment No. 2.1 on the Draft EIR, the following mitigation measure is added to the Draft EIR:

- (D-4) Prior to demolition of the existing East Building, environmental concerns related to organochlorine pesticides from termiticides shall be investigated and, if necessary, mitigated, in accordance with Department of Toxic Substances Control's (DTSC) Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead From Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006.

The addition of this mitigation measure provides further assurance that the construction activities will be conducted in a manner that protects the health and safety of the public. Incorporation of this added mitigation measure does not materially change any findings or conclusions contained within the Draft EIR.

#### **E. Hydrology and Water Quality**

No additions or corrections to this Section of the Draft EIR were required.

#### **F. Land Use and Zoning**

No additions or corrections to this Section of the Draft EIR were required.

#### **G. Noise**

In response to Comment Nos. 5.17 and 31.4 on the Draft EIR, the following revisions are made to Mitigation Measure G-4 in the Draft EIR:

- (G-4) Two weeks prior to the commencement of demolition and construction at the Bundy Campus, notification shall be provided to the Santa Monica Airport administration, off-site residential uses located ~~along to~~ the southern boundary of the Bundy Campus, ~~the Mar Vista Community Council~~, as well as on-site posting within the Bundy Campus, disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.

The revisions to this mitigation measure expand the scope of notice and do not materially change any findings or conclusions contained within the Draft EIR.

#### **H. Public Utilities**

No additions or corrections to this Section of the Draft EIR were required.

## I. Public Services

No additions or corrections to this Section of the Draft EIR were required.

## J. Traffic/Transportation/Parking

In response to Comment No. 5.3, the text “*Airport Avenue via Donald Douglas Loop South*” in Table IV.J-13, Master Plan Access Alternatives, has been corrected to read “*Airport Avenue ~~via~~ at Donald Douglas Loop South*” (page IV.J-23). The following addition is also made to the third sentence in Mitigation Measure J-2 (page IV.J-46):

(J-2) 23<sup>rd</sup> Street/Walgrove Avenue and Airport Avenue (Study Intersection 15) – The most constrained movement at this intersection is the westbound right-turn (operating at Level of Service (LOS) F in the a.m. peak hour and LOS C in the p.m. peak hour). The impact at this location is significant only in the a.m. peak hour, when the addition of Master Plan traffic there would result in a significant increase in delay. Therefore the mitigation measure that has been identified to address the impact at this location is to prohibit left turns out from the Bundy Campus at Donald Douglas Loop South onto Airport Avenue during the a.m. peak period (between 7:00 and 9:00 a.m.). This operational measure would reduce the amount of Master Plan traffic to this movement and would effectively mitigate the Master Plan impact that would occur under Access Alternatives A1, A5, A6, A9, A10, B1, B2, B4, and C2.

In response to Comment No. 26.11, 26.16, and 28.3, the first sentence on page IV.J-41 of the Draft EIR has been corrected to read as follows:

“The segment of Airport Avenue ~~west~~east of Centinela Avenue is treated as a collector street in this study, which is consistent with previous studies for other projects in the area.”

In response to Comment No. 28.3, the following paragraph on page IV.J-47 of the Draft EIR has been corrected to read as follows:

“23<sup>rd</sup> Street North of Airport Avenue (Street Segment 13) — The significant street segment impact identified for 23<sup>rd</sup> Street north of Airport Avenue occurs on a street that is part of a travel corridor that provides the only channel for north-south through traffic between Centinela Avenue and Lincoln Boulevard. As such, this segment of 23<sup>rd</sup> Street, while classified as a collector street, carries in excess of 25,000 vehicles per day. That traffic volume, as well as the physical characteristics of the street itself (i.e., its grade), is such that typical neighborhood traffic calming measures — such as those applied on Rose Avenue ~~west~~east of Bundy Drive and on 23<sup>rd</sup> Street north of Ocean Park Boulevard (stop signs and speed humps) — are not considered appropriate. The alternative that might be used on collector streets with relatively high volumes would be “speed tables,” essentially raised areas that are lower, longer and wider than speed humps. However, the installation of speed tables is not considered feasible on this segment of 23<sup>rd</sup> Street, given the grade of 23<sup>rd</sup> Street at this location, the fact that the City of Santa Monica Residential Traffic Management policy discourages measures that reroute trips from one local

street to another, and the City of Santa Monica's policy to keep streets designated by the Fire Department as "Emergency Response Routes" free from design features that would slow fire trucks."

These corrections do not change any findings or conclusions contained within the Draft EIR.

**K. Neighborhood Effects**

No additions or corrections to this Section of the Draft EIR were required.

**V. GENERAL IMPACT CATEGORIES**

No additions or corrections to this Section of the Draft EIR were required.

**VI. ALTERNATIVES TO THE MASTER PLAN**

No additions or corrections to this Section of the Draft EIR were required.

**VII. PREPARERS OF THE EIR AND PERSONS CONSULTED**

No additions or corrections to this Section of the Draft EIR were required.

**VIII. REFERENCES AND ACRONYMS**

No additions or corrections to this Section of the Draft EIR were required.

**TECHNICAL APPENDICES TO THE DRAFT EIR**

**APPENDIX A: NOP AND INITIAL STUDY**

No additions or corrections to this Section of the Draft EIR Technical Appendices were required.

**APPENDIX B: RESPONSES TO THE NOP**

No additions or corrections to this Section of the Draft EIR Technical Appendices were required.

**APPENDIX C: AIR QUALITY WORKSHEETS**

No additions or corrections to this Section of the Draft EIR Technical Appendices were required.

**APPENDIX D: PHASE I/II ENVIRONMENTAL SITE ASSESSMENT, SOIL AND GROUNDWATER ASSESSMENTS, AND GEOTECHNICAL INVESTIGATION**

No additions or corrections to this Section of the Draft EIR Technical Appendices were required.



**APPENDIX E: NOISE WORKSHEETS**

No additions or corrections to this Section of the Draft EIR Technical Appendices were required.

**APPENDIX F: LETTERS FROM PUBLIC SERVICE AND UTILITY AGENCIES AND  
CUMULATIVE UTILITY GENERATION TABLES**

No additions or corrections to this Section of the Draft EIR Technical Appendices were required.

**APPENDIX G: TRAFFIC STUDY**

In response to Comment No. 6.12, the “Cumulative Plus Project (Year 2010) City of Los Angeles Methodology with Mitigation” tables from the Traffic Study (pages 1077 through 1133 of Appendix G to the Draft EIR) have been re-included on the following pages of this Section.

This does not change any findings or conclusions contained within the Draft EIR.

**CUMULATIVE PLUS PROJECT (YEAR 2010)**  
**CITY OF LOS ANGELES METHODOLOGY WITH MITIGATION**

## INTERSECTION DATA SUMMARY SHEET

N/S:	23rd Street/Walgrove Avenue	W/E:	Airport Avenue	I/S No:	15	
AM/PM:	AM	Comments:	CP A1 2010 With Mitigation			
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:		

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1691	115	40	686	0	0	0	84	0	0	0
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>0</b>	<b>1691</b>	<b>115</b>	<b>40</b>	<b>686</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	<none>		<none>

### Critical Movements Diagram

	<b>SouthBound</b> A: 686 B: 40		
<b>EastBound</b> A: 0 B: 0		<b>WestBound</b> A: 84 B: 0	<b>V/C RATIO</b> 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00
	<b>NorthBound</b> A: 1691 B: 0		<b>LOS</b> A B C D E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1691 + 40 + 84 + 0}{1500} = 1.210$

LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	2319	0	0	1645	164	0	0	0	196	0	53
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>2319</b>	<b>0</b>	<b>0</b>	<b>1645</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>196</b>	<b>0</b>	<b>53</b>
LANE	1	0	2	0	0	0	0	0	2	0	0	1
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
	Perm		<none>		Perm		Auto		<none>		<none>	

### Critical Movements Diagram

EastBound
A: <input type="text" value="125"/>
B: <input type="text" value="125"/>

SouthBound
A: <input type="text" value="823"/>
B: <input type="text" value="0"/>

WestBound
A: <input type="text" value="0"/>
B: <input type="text" value="0"/>

NorthBound
A: <input type="text" value="1160"/>
B: <input type="text" value="124"/>

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1160 + 0 + 0 + 125}{*1500} = 0.787$ 
LOS = C



## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	2398	0	0	1508	203	0	0	0	46	0	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	2398	0	0	1508	203	0	0	0	46	0	15
LANE	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 0 0 0 0 0 0	1 0 0 0 0 1 0								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="&lt;none&gt;"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

<p>EastBound</p> <p>A: <input type="text" value="15"/></p> <p>B: <input type="text" value="46"/></p>	<p>SouthBound</p> <p>A: <input type="text" value="754"/></p> <p>B: <input type="text" value="0"/></p> <p>↑</p> <p>NorthBound</p> <p>A: <input type="text" value="1199"/></p> <p>B: <input type="text" value="59"/></p>	<p>WestBound</p> <p>A: <input type="text" value="0"/></p> <p>B: <input type="text" value="0"/></p>	<p>V/C RATIO</p> <p>0.00 - 0.60</p> <p>0.61 - 0.70</p> <p>0.71 - 0.80</p> <p>0.81 - 0.90</p> <p>0.91 - 1.00</p>	<p>LOS</p> <p>A</p> <p>B</p> <p>C</p> <p>D</p> <p>E</p>
--	--	--	---	---

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C =  $\frac{1199 + 0 + 0 + 46}{*1500} = 0.760$       LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM: **PM** Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	1842	0	0	2538	136	0	0	0	133	0	110
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>41</b>	<b>1842</b>	<b>0</b>	<b>0</b>	<b>2538</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>110</b>
LANE	 1 0 2 0 0 0 0	 0 0 2 0 0 1 0	 0 0 0 0 0 0 0	 1 0 0 0 0 0 1								
SIGNAL	Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="&lt;none&gt;"/>		Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="&lt;none&gt;"/> RTOR <input type="text" value="&lt;none&gt;"/>		Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>					

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>SouthBound</b>                      A: <input type="text" value="1269"/>                      B: <input type="text" value="0"/> </div> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>EastBound</b>                      A: <input type="text" value="122"/>                      B: <input type="text" value="122"/> </div> <div style="text-align: center;"> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>WestBound</b>                      A: <input type="text" value="0"/>                      B: <input type="text" value="0"/> </div> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>NorthBound</b>                      A: <input type="text" value="921"/>                      B: <input type="text" value="41"/> </div>														
			<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{41 + 1269 + 0 + 122}{*1500} = 0.885 \quad \text{LOS} = D$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	64	1817	0	0	2476	169	0	0	0	70	0	29	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>64</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2476</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>29</b>	
LANE	⚡	⬆	⬆	⬆	⬆	⬆	⚡	⬆	⬆	⬆	⬆	⬆	
	1	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="1238"/>                  B: <input type="text" value="0"/> </div>														
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="29"/>                  B: <input type="text" value="70"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">                 ↑                  NorthBound                  A: <input type="text" value="909"/>                  B: <input type="text" value="64"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>													
			<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{64 + 1238 + 0 + 70}{*1500} = 0.845$ 
LOS = D

## INTERSECTION DATA SUMMARY SHEET

N/S: <input style="width: 80%;" type="text" value="Bundy Drive"/>	W/E: <input style="width: 80%;" type="text" value="Airport Avenue"/>	I/S No: <input style="width: 80%;" type="text" value="17"/>
AM/PM: <input style="width: 50%;" type="text" value="AM"/>	Comments: <input style="width: 90%;" type="text" value="CP A2 2010 With Mitigation"/>	
COUNT DATE: <input style="width: 80%;" type="text"/>	STUDY DATE: <input style="width: 80%;" type="text"/>	GROWTH FACTOR: <input style="width: 80%;" type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	125	2311	0	0	1598	211	0	0	0	204	0	53
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>125</b>	<b>2311</b>	<b>0</b>	<b>0</b>	<b>1598</b>	<b>211</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>0</b>	<b>53</b>
LANE	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 0 0 0 0 0 0	1 0 0 0 0 0 1	<small>           (Lane diagrams: Northbound: 1 left, 0 thru, 2 thru, 0 thru, 0 thru, 0 thru, 0 thru; Southbound: 0 left, 0 thru, 2 thru, 0 thru, 0 thru, 1 thru, 0 thru; Westbound: 0 left, 0 thru, 0 thru, 0 thru, 0 thru, 0 thru, 0 thru; Eastbound: 1 left, 0 thru, 0 thru, 0 thru, 0 thru, 0 thru, 1 thru)         </small>							
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>					

### Critical Movements Diagram

<b>EastBound</b> A: <input style="width: 50%;" type="text" value="129"/> B: <input style="width: 50%;" type="text" value="129"/>	<b>SouthBound</b> A: <input style="width: 50%;" type="text" value="799"/> B: <input style="width: 50%;" type="text" value="0"/>	<b>WestBound</b> A: <input style="width: 50%;" type="text" value="0"/> B: <input style="width: 50%;" type="text" value="0"/>													
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														
<p>A = Adjusted Through/Right Volume            B = Adjusted Left Volume            * = ATSAC Benefit</p>															
<p><b>Results</b></p> <p>North/South Critical Movements = A(N/B) + B(S/B)            West/East Critical Movements = A(W/B) + A(E/B)</p> <p style="text-align: center;"> <math>V/C = \frac{1156 + 0 + 0 + 129}{*1500} = 0.787</math> </p> <p style="text-align: right;">LOS = C</p>															



## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	59	2398	0	0	1508	156	0	0	0	39	0	13		
AMBIENT														
RELATED														
PROJECT														
<b>TOTAL</b>	<b>59</b>	<b>2398</b>	<b>0</b>	<b>0</b>	<b>1508</b>	<b>156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>13</b>		
LANE	1	0	2	0	0	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR		
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto		

### Critical Movements Diagram

EastBound	
A:	13
B:	50

SouthBound	
A:	754
B:	0

WestBound	
A:	0
B:	0

NorthBound	
A:	1199
B:	59

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{1199 + 0 + 0 + 50}{*1500} = 0.763$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:	Bundy Drive	W/E:	Airport Avenue	I/S No:	17	
AM/PM:	PM	Comments:	CP A2 2010 With Mitigation			
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:		

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	44	1848	0	0	2538	136	0	0	0	133	0	113
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>44</b>	<b>1848</b>	<b>0</b>	<b>0</b>	<b>2538</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>113</b>
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

	<b>SouthBound</b> A: 1269 B: 0		
<b>EastBound</b> A: 123 B: 123		<b>WestBound</b> A: 0 B: 0	
	<b>NorthBound</b> A: 924 B: 44		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{44 + 1269 + 0 + 123}{*1500} = 0.887 \quad \text{LOS} = D$$

## INTERSECTION DATA SUMMARY SHEET

N/S: <input style="width: 80%;" type="text" value="Bundy Drive"/>	W/E: <input style="width: 80%;" type="text" value="3171 Bundy Drive (Project Dwy)"/>	I/S No: <input style="width: 80%;" type="text" value="18"/>
AM/PM: <input style="width: 50%;" type="text" value="PM"/>	Comments: <input style="width: 90%;" type="text" value="CP A2 2010 With Mitigation"/>	
COUNT DATE: <input style="width: 80%;" type="text"/>	STUDY DATE: <input style="width: 80%;" type="text"/>	GROWTH FACTOR: <input style="width: 80%;" type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	1817	0	0	2479	169	0	0	0	78	0	27
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>64</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2479</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>27</b>
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

	<b>SouthBound</b> A: <input style="width: 80%;" type="text" value="1240"/> B: <input style="width: 80%;" type="text" value="0"/>			
<b>EastBound</b> A: <input style="width: 80%;" type="text" value="27"/> B: <input style="width: 80%;" type="text" value="100"/>		<b>WestBound</b> A: <input style="width: 80%;" type="text" value="0"/> B: <input style="width: 80%;" type="text" value="0"/>	<b>NorthBound</b> A: <input style="width: 80%;" type="text" value="909"/> B: <input style="width: 80%;" type="text" value="64"/>	<b>V/C RATIO</b> 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00
				<b>LOS</b> A B C D E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

V/C =  $\frac{64 + 1240 + 0 + 100}{*1500} = 0.866$       LOS = D

## INTERSECTION DATA SUMMARY SHEET

N/S: <input style="width: 200px;" type="text" value="Bundy Drive"/>	W/E: <input style="width: 200px;" type="text" value="Airport Avenue"/>	I/S No: <input style="width: 50px;" type="text" value="17"/>
AM/PM: <input style="width: 50px;" type="text" value="AM"/>	Comments: <input style="width: 400px;" type="text" value="CP A3 2010 With Mitigation"/>	
COUNT DATE: <input style="width: 80px;" type="text"/>	STUDY DATE: <input style="width: 80px;" type="text"/>	GROWTH FACTOR: <input style="width: 80px;" type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND																			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT																	
EXISTING	125	2307	0	0	1657	164	0	0	0	207	0	71																	
AMBIENT																													
RELATED																													
PROJECT																													
<b>TOTAL</b>	<b>125</b>	<b>2307</b>	<b>0</b>	<b>0</b>	<b>1657</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>207</b>	<b>0</b>	<b>71</b>																	
LANE	1	0	2	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR														
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	Perm		Auto														

**Critical Movements Diagram**

	<b>SouthBound</b> A: <input style="width: 50px;" type="text" value="829"/> B: <input style="width: 50px;" type="text" value="0"/>			
<b>EastBound</b> A: <input style="width: 50px;" type="text" value="139"/> B: <input style="width: 50px;" type="text" value="139"/>		<b>WestBound</b> A: <input style="width: 50px;" type="text" value="0"/> B: <input style="width: 50px;" type="text" value="0"/>	<b>NorthBound</b> A: <input style="width: 50px;" type="text" value="1154"/> B: <input style="width: 50px;" type="text" value="125"/>	<b>V/C RATIO</b> 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00
				<b>LOS</b> A B C D E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

V/C =  $\frac{1154 + 0 + 0 + 139}{*1500} = 0.792$       LOS = C



## INTERSECTION DATA SUMMARY SHEET

N/S:	Bundy Drive	W/E:	3171 Bundy Drive (Project Dwy)	I/S No:	18	
AM/PM:	AM	Comments:	CP A3 2010 With Mitigation			
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:		

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	2398	0	0	1505	235	0	0	0	36	0	17
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>59</b>	<b>2398</b>	<b>0</b>	<b>0</b>	<b>1505</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>17</b>
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

	<b>SouthBound</b> A: 753 B: 0		
<b>EastBound</b> A: 17 B: 36		<b>WestBound</b> A: 0 B: 0	<b>V/C RATIO</b> 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00
	<b>NorthBound</b> A: 1199 B: 68		<b>LOS</b> A B C D E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

V/C =  $\frac{1199 + 0 + 0 + 36}{*1500} = 0.753$       LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S: <input style="width: 80%;" type="text" value="Bundy Drive"/>	W/E: <input style="width: 80%;" type="text" value="Airport Avenue"/>	I/S No: <input style="width: 80%;" type="text" value="17"/>
AM/PM: <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	Comments: <input style="width: 90%;" type="text" value="CP A3 2010 With Mitigation"/>	
COUNT DATE: <input style="width: 80%;" type="text"/>	STUDY DATE: <input style="width: 80%;" type="text"/>	GROWTH FACTOR: <input style="width: 80%;" type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
EXISTING	44	1841	0	0	2602	85	0	0	0	140	0	128							
AMBIENT																			
RELATED																			
PROJECT																			
<b>TOTAL</b>	<b>44</b>	<b>1841</b>	<b>0</b>	<b>0</b>	<b>2602</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>0</b>	<b>128</b>							
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR							
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto							

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input style="width: 80%;" type="text" value="1301"/>                  B: <input style="width: 80%;" type="text" value="0"/> </div>		
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input style="width: 80%;" type="text" value="134"/>                  B: <input style="width: 80%;" type="text" value="134"/> </div>	<div style="font-size: 2em; margin: 0 auto;">↑</div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input style="width: 80%;" type="text" value="0"/>                  B: <input style="width: 80%;" type="text" value="0"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input style="width: 80%;" type="text" value="921"/>                  B: <input style="width: 80%;" type="text" value="44"/> </div>		

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{44 + 1301 + 0 + 134}{*1500} = 0.916$ 
LOS = E

## INTERSECTION DATA SUMMARY SHEET

N/S:	Bundy Drive	W/E:	3171 Bundy Drive (Project Dwy)	I/S No:	18
AM/PM:	<b>PM</b>	Comments:	CP A3 2010 With Mitigation		
COUNT DATE:	[ ]	STUDY DATE:	[ ]	GROWTH FACTOR:	[ ]

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	64	1817	0	0	2472	255	0	0	0	72	0	33		
AMBIENT														
RELATED														
PROJECT														
<b>TOTAL</b>	<b>64</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2472</b>	<b>255</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>33</b>		
LANE	1	0	2	0	0	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR		
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto		

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <span style="border: 1px solid black; padding: 2px;">1236</span>                  B: <span style="border: 1px solid black; padding: 2px;">0</span> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <span style="border: 1px solid black; padding: 2px;">0</span>                  B: <span style="border: 1px solid black; padding: 2px;">0</span> </div>	
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <span style="border: 1px solid black; padding: 2px;">33</span>                  B: <span style="border: 1px solid black; padding: 2px;">72</span> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">                 ↑  <b>NorthBound</b>                  A: <span style="border: 1px solid black; padding: 2px;">909</span>                  B: <span style="border: 1px solid black; padding: 2px;">64</span> </div>		

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{64 + 1236 + 0 + 72}{*1500} = 0.845 \quad \text{LOS} = D$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	125	2321	0	0	1657	164	0	0	0	193	0	71	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>125</b>	<b>2321</b>	<b>0</b>	<b>0</b>	<b>1657</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>193</b>	<b>0</b>	<b>71</b>	
LANE	1	0	2	0	0	0	0	0	2	0	0	0	1
	⇐	⇐	⇐	⇐	⇐	⇐	⇐	⇐	⇐	⇐	⇐	⇐	⇐
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="829"/>                  B: <input type="text" value="0"/> </div>			
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="132"/>                  B: <input type="text" value="132"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">                 ↑                  NorthBound                  A: <input type="text" value="1161"/>                  B: <input type="text" value="125"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>	<b>V/C RATIO</b> 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00	<b>LOS</b> A B C D E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1161 + 0 + 0 + 132}{*1500} = 0.792$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:	Bundy Drive	W/E:	3171 Bundy Drive (Project Dwy)	I/S No:	18
AM/PM:	AM	Comments:	CP A4 2010 With Mitigation		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
EXISTING	59	2398	0	0	1505	235	0	0	0	50	0	17				
AMBIENT																
RELATED																
PROJECT																
<b>TOTAL</b>	<b>59</b>	<b>2398</b>	<b>0</b>	<b>0</b>	<b>1505</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>17</b>				
LANE	1	0	2	0	0	0	0	0	2	0	0	0	1	0		
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
	Perm		<none>		Perm		Auto		<none>		<none>		Perm		Auto	

### Critical Movements Diagram

	<b>SouthBound</b> A: 753 B: 0	<b>WestBound</b> A: 0 B: 0			
<b>EastBound</b> A: 17 B: 50	↑	<b>NorthBound</b> A: 1199 B: 68	<b>V/C RATIO</b>	<b>LOS</b>	
			0.00 - 0.60	A	
			0.61 - 0.70	B	
			0.71 - 0.80	C	
			0.81 - 0.90	D	
			0.91 - 1.00	E	

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1199 + 0 + 0 + 50}{*1500} = 0.763 \quad \text{LOS} = C$$

## INTERSECTION DATA SUMMARY SHEET

N/S:	<input type="text" value="Bundy Drive"/>	W/E:	<input type="text" value="Airport Avenue"/>	I/S No:	<input type="text" value="17"/>
AM/PM:	<input type="text" value="PM"/>	Comments:	<input type="text" value="CP A4 2010 With Mitigation"/>		
COUNT DATE:	<input type="text"/>	STUDY DATE:	<input type="text"/>	GROWTH FACTOR:	<input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	44	1869	0	0	2602	85	0	0	0	112	0	128	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>44</b>	<b>1869</b>	<b>0</b>	<b>0</b>	<b>2602</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>0</b>	<b>128</b>	
LANE	1	0	2	0	0	0	0	0	2	0	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	

### Critical Movements Diagram

	<b>SouthBound</b> A: <input type="text" value="1301"/> B: <input type="text" value="0"/>		
<b>EastBound</b> A: <input type="text" value="128"/> B: <input type="text" value="112"/>	↑	<b>WestBound</b> A: <input type="text" value="0"/> B: <input type="text" value="0"/>	
	<b>NorthBound</b> A: <input type="text" value="935"/> B: <input type="text" value="44"/>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{44 + 1301 + 0 + 128}{*1500} = 0.912 \quad \text{LOS} = E$$



## INTERSECTION DATA SUMMARY SHEET

N/S:	<input type="text" value="Bundy Drive"/>	W/E:	<input type="text" value="3171 Bundy Drive (Project Dwy)"/>	I/S No:	<input type="text" value="18"/>
AM/PM:	<input type="text" value="PM"/>	Comments:	<input type="text" value="CP A4 2010 With Mitigation"/>		
COUNT DATE:	<input type="text"/>	STUDY DATE:	<input type="text"/>	GROWTH FACTOR:	<input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	1817	0	0	2472	255	0	0	0	100	0	33
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>64</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2472</b>	<b>255</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>33</b>
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

	<b>SouthBound</b> A: <input type="text" value="1236"/> B: <input type="text" value="0"/>		
<b>EastBound</b> A: <input type="text" value="33"/> B: <input type="text" value="100"/>		<b>WestBound</b> A: <input type="text" value="0"/> B: <input type="text" value="0"/>	
	<b>NorthBound</b> A: <input type="text" value="909"/> B: <input type="text" value="73"/>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	V/C RATIO	LOS
0.00 - 0.60	A	
0.61 - 0.70	B	
0.71 - 0.80	C	
0.81 - 0.90	D	
0.91 - 1.00	E	

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{73 + 1236 + 0 + 100}{*1500} = 0.869 \quad \text{LOS} = D$$

## INTERSECTION DATA SUMMARY SHEET

N/S: <input style="width: 90%;" type="text" value="23rd Street/Walgrove Avenue"/>	W/E: <input style="width: 90%;" type="text" value="Airport Avenue"/>	I/S No: <input style="width: 90%;" type="text" value="15"/>
AM/PM: <input style="width: 100px;" type="text" value="AM"/>	Comments: <input style="width: 90%;" type="text" value="CP A5 2010 With Mitigation"/>	
COUNT DATE: <input style="width: 100px;" type="text"/>	STUDY DATE: <input style="width: 100px;" type="text"/>	GROWTH FACTOR: <input style="width: 100px;" type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
EXISTING	0	1691	115	40	686	0	0	0	84	0	0	0				
AMBIENT																
RELATED																
PROJECT																
<b>TOTAL</b>	<b>0</b>	<b>1691</b>	<b>115</b>	<b>40</b>	<b>686</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>				
LANE																
SIGNAL	Phasing: <input type="text" value="Perm"/>		RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/>		RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/>		RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="&lt;none&gt;"/>		RTOR: <input type="text" value="&lt;none&gt;"/>	

### Critical Movements Diagram

	<b>SouthBound</b> A: <input style="width: 50px;" type="text" value="686"/> B: <input style="width: 50px;" type="text" value="40"/>		
<b>EastBound</b> A: <input style="width: 50px;" type="text" value="0"/> B: <input style="width: 50px;" type="text" value="0"/>		<b>WestBound</b> A: <input style="width: 50px;" type="text" value="84"/> B: <input style="width: 50px;" type="text" value="0"/>	
	<b>NorthBound</b> A: <input style="width: 50px;" type="text" value="1691"/> B: <input style="width: 50px;" type="text" value="0"/>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1691 + 40 + 84 + 0}{1500} = 1.210 \quad \text{LOS} = F$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	124	2308	0	0	1583	226	0	0	0	207	0	53	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>124</b>	<b>2308</b>	<b>0</b>	<b>0</b>	<b>1583</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>207</b>	<b>0</b>	<b>53</b>	
LANE	1	0	2	0	0	0	0	0	2	0	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	

### Critical Movements Diagram

SouthBound	
A:	792
B:	0

EastBound	
A:	130
B:	130

WestBound	
A:	0
B:	0

NorthBound	
A:	1154
B:	124

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1154 + 0 + 0 + 130}{*1500} = 0.786$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

Volume/Lane/Signal Configurations																												
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND																		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT																
EXISTING	59	2398	0	0	1508	141	0	0	0	35	0	15																
AMBIENT																												
RELATED																												
PROJECT																												
<b>TOTAL</b>	<b>59</b>	<b>2398</b>	<b>0</b>	<b>0</b>	<b>1508</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>15</b>																
LANE	1	0	2	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR													
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto																

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="754"/>                  B: <input type="text" value="0"/> </div>		
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="15"/>                  B: <input type="text" value="35"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">                 ↑                  ↑             </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="1199"/>                  B: <input type="text" value="59"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	V/C RATIO	LOS
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

V/C =  $\frac{1199 + 0 + 0 + 35}{*1500} = 0.753$       LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  PM Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	41	1842	0	0	2522	152	0	0	0	133	0	110	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>41</b>	<b>1842</b>	<b>0</b>	<b>0</b>	<b>2522</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>110</b>	
LANE	1	0	2	0	0	0	0	0	2	0	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	

### Critical Movements Diagram

EastBound	
A:	122
B:	122

SouthBound	
A:	1261
B:	0

WestBound	
A:	0
B:	0

NorthBound	
A:	921
B:	41

			<b>V/C RATIO</b>	<b>LOS</b>
			0.00 - 0.60	A
			0.61 - 0.70	B
			0.71 - 0.80	C
			0.81 - 0.90	D
			0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{41 + 1261 + 0 + 122}{*1500} = 0.879$ 
LOS = D

## INTERSECTION DATA SUMMARY SHEET

N/S:	<input type="text" value="Bundy Drive"/>	W/E:	<input type="text" value="3171 Bundy Drive (Project Dwy)"/>	I/S No:	<input type="text" value="18"/>
AM/PM:	<input type="text" value="PM"/>	Comments:	<input type="text" value="CP A5 2010 With Mitigation"/>		
COUNT DATE:	<input type="text"/>	STUDY DATE:	<input type="text"/>	GROWTH FACTOR:	<input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	64	1817	0	0	2476	153	0	0	0	70	0	29		
AMBIENT														
RELATED														
PROJECT														
<b>TOTAL</b>	<b>64</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2476</b>	<b>153</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>29</b>		
LANE	1	0	2	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR		
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto		

### Critical Movements Diagram

SouthBound	
A:	1238
B:	0

EastBound	
A:	29
B:	70

WestBound	
A:	0
B:	0

NorthBound	
A:	909
B:	64

	V/C RATIO	LOS
0.00 - 0.60		A
0.61 - 0.70		B
0.71 - 0.80		C
0.81 - 0.90		D
0.91 - 1.00		E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{64 + 1238 + 0 + 70}{*1500} = 0.845$

LOS = D



## INTERSECTION DATA SUMMARY SHEET

N/S: <input type="text" value="23rd Street/Walgrove Avenue"/>	W/E: <input type="text" value="Airport Avenue"/>	I/S No: <input type="text" value="15"/>
AM/PM: <input type="text" value="AM"/>	Comments: <input type="text" value="CP A6 2010 With Mitigation"/>	
COUNT DATE: <input type="text"/>	STUDY DATE: <input type="text"/>	GROWTH FACTOR: <input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1691	115	40	686	0	0	0	84	0	0	0
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>0</b>	<b>1691</b>	<b>115</b>	<b>40</b>	<b>686</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
LANE												
SIGNAL	Phasing: <input type="text" value="Perm"/>		RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/>		RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/>		RTOR: <input type="text" value="Auto"/>	
	<input type="text" value="Perm"/>		<input type="text" value="Auto"/>		<input type="text" value="Perm"/>		<input type="text" value="Auto"/>		<input type="text" value="Perm"/>		<input type="text" value="Auto"/>	

### Critical Movements Diagram

	<b>SouthBound</b> A: <input type="text" value="686"/> B: <input type="text" value="40"/>		
<b>EastBound</b> A: <input type="text" value="0"/> B: <input type="text" value="0"/>		<b>WestBound</b> A: <input type="text" value="84"/> B: <input type="text" value="0"/>	
	<b>NorthBound</b> A: <input type="text" value="1691"/> B: <input type="text" value="0"/>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1691 + 40 + 84 + 0}{1500} = 1.210 \quad \text{LOS} = F$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	2273	0	0	1645	164	0	0	0	242	0	68
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>2273</b>	<b>0</b>	<b>0</b>	<b>1645</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>68</b>
LANE	 1 0 2 0 0 0 0	 0 0 2 0 0 1 0	 0 0 0 0 0 0 0	 1 0 0 0 0 0 1								
SIGNAL	Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="&lt;none&gt;"/>		Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="&lt;none&gt;"/> RTOR <input type="text" value="&lt;none&gt;"/>		Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>					

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="823"/>                      B: <input type="text" value="0"/> </div>		
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="155"/>                      B: <input type="text" value="155"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="0"/>                      B: <input type="text" value="0"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                      A: <input type="text" value="1137"/>                      B: <input type="text" value="124"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	V/C RATIO	LOS
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1137 + 0 + 0 + 155}{*1500} = 0.791$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:	<input type="text" value="Bundy Drive"/>	W/E:	<input type="text" value="Airport Avenue"/>	I/S No:	<input type="text" value="17"/>
AM/PM:	<input type="text" value="PM"/>	Comments:	<input type="text" value="CP A6 2010 With Mitigation"/>		
COUNT DATE:	<input type="text"/>	STUDY DATE:	<input type="text"/>	GROWTH FACTOR:	<input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	1772	0	0	2589	85	0	0	0	204	0	139
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>41</b>	<b>1772</b>	<b>0</b>	<b>0</b>	<b>2589</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>0</b>	<b>139</b>
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

	<b>SouthBound</b> A: <input type="text" value="1295"/> B: <input type="text" value="0"/>		
<b>EastBound</b> A: <input type="text" value="172"/> B: <input type="text" value="172"/>		<b>WestBound</b> A: <input type="text" value="0"/> B: <input type="text" value="0"/>	
	<b>NorthBound</b> A: <input type="text" value="886"/> B: <input type="text" value="41"/>		

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{41 + 1295 + 0 + 172}{*1500} = 0.935 \quad \text{LOS} = E$$

## INTERSECTION DATA SUMMARY SHEET

N/S:	<input type="text" value="Bundy Drive"/>	W/E:	<input type="text" value="Airport Avenue"/>	I/S No:	<input type="text" value="17"/>
AM/PM:	<input type="text" value="AM"/>	Comments:	<input type="text" value="CP A7 2010 With Mitigation"/>		
COUNT DATE:	<input type="text"/>	STUDY DATE:	<input type="text"/>	GROWTH FACTOR:	<input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	124	2273	0	0	1657	164	0	0	0	241	0	88	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>124</b>	<b>2273</b>	<b>0</b>	<b>0</b>	<b>1657</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>0</b>	<b>88</b>	
LANE	1	0	2	0	0	0	0	0	2	0	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	

### Critical Movements Diagram

SouthBound	
A:	<input type="text" value="829"/>
B:	<input type="text" value="0"/>

EastBound	
A:	<input type="text" value="165"/>
B:	<input type="text" value="165"/>

WestBound	
A:	<input type="text" value="0"/>
B:	<input type="text" value="0"/>

NorthBound	
A:	<input type="text" value="1137"/>
B:	<input type="text" value="124"/>

	V/C RATIO	LOS
0.00 - 0.60	A	
0.61 - 0.70	B	
0.71 - 0.80	C	
0.81 - 0.90	D	
0.91 - 1.00	E	

**Results**





North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)


$$V/C = \frac{1137 + 0 + 0 + 165}{*1500} = 0.798 \quad \text{LOS} = C$$

## INTERSECTION DATA SUMMARY SHEET

N/S: <input style="width: 80%;" type="text" value="Bundy Drive"/>	W/E: <input style="width: 80%;" type="text" value="3171 Bundy Drive (Project Dwy)"/>	I/S No: <input style="width: 80%;" type="text" value="18"/>
AM/PM: <input style="width: 100px;" type="text" value="AM"/>	Comments: <input style="width: 80%;" type="text" value="CP A7 2010 With Mitigation"/>	
COUNT DATE: <input style="width: 80px;" type="text"/>	STUDY DATE: <input style="width: 80px;" type="text"/>	GROWTH FACTOR: <input style="width: 80px;" type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	2398	0	0	1523	235	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>59</b>	<b>2398</b>	<b>0</b>	<b>0</b>	<b>1523</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LANE	 1 0 2 0 0 0 0	 0 0 2 0 0 1 0	 0 0 0 0 0 0 0	 0 0 0 0 0 0 1								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="&lt;none&gt;"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>	Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>								

### Critical Movements Diagram

	<b>SouthBound</b> A: <input style="width: 50px;" type="text" value="762"/> B: <input style="width: 50px;" type="text" value="0"/>	<b>WestBound</b> A: <input style="width: 50px;" type="text" value="0"/> B: <input style="width: 50px;" type="text" value="0"/>		
<b>EastBound</b> A: <input style="width: 50px;" type="text" value="0"/> B: <input style="width: 50px;" type="text" value="0"/>		<b>NorthBound</b> A: <input style="width: 50px;" type="text" value="1199"/> B: <input style="width: 50px;" type="text" value="68"/>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = + +

V/C =  $\frac{1199 + 0 + \quad +}{1500} = 0.799$       LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:	<input type="text" value="Bundy Drive"/>	W/E:	<input type="text" value="Airport Avenue"/>	I/S No:	<input type="text" value="17"/>
AM/PM:	<input type="text" value="PM"/>	Comments:	<input type="text" value="CP A7 2010 With Mitigation"/>		
COUNT DATE:	<input type="text"/>	STUDY DATE:	<input type="text"/>	GROWTH FACTOR:	<input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	1772	0	0	2602	85	0	0	0	209	0	164
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>41</b>	<b>1772</b>	<b>0</b>	<b>0</b>	<b>2602</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>	<b>0</b>	<b>164</b>
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

	<b>SouthBound</b> A: <input type="text" value="1301"/> B: <input type="text" value="0"/>		
<b>EastBound</b> A: <input type="text" value="187"/> B: <input type="text" value="187"/>		<b>WestBound</b> A: <input type="text" value="0"/> B: <input type="text" value="0"/>	
	<b>NorthBound</b> A: <input type="text" value="886"/> B: <input type="text" value="41"/>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{41 + 1301 + 0 + 187}{*1500} = 0.949 \quad \text{LOS} = E$$



## INTERSECTION DATA SUMMARY SHEET

N/S:	<input type="text" value="Bundy Drive"/>	W/E:	<input type="text" value="3171 Bundy Drive (Project Dwy)"/>	I/S No:	<input type="text" value="18"/>
AM/PM:	<input type="text" value="PM"/>	Comments:	<input type="text" value="CP A7 2010 With Mitigation"/>		
COUNT DATE:	<input type="text"/>	STUDY DATE:	<input type="text"/>	GROWTH FACTOR:	<input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	1817	0	0	2508	255	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>64</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2508</b>	<b>255</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LANE	1	0	2	0	0	0	0	0	2	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	<none>		<none>

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="1254"/>                  B: <input type="text" value="0"/> </div>															
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>	<div style="text-align: center; margin: 0 auto;"> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="909"/>                  B: <input type="text" value="64"/> </div>													
				<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">V/C RATIO</th> <th style="text-align: left;">LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS															
0.00 - 0.60	A															
0.61 - 0.70	B															
0.71 - 0.80	C															
0.81 - 0.90	D															
0.91 - 1.00	E															

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = +

V/C =  $\frac{64 + 1254 +}{1500} = 0.879$       LOS = D

## INTERSECTION DATA SUMMARY SHEET

N/S: <input type="text" value="Bundy Drive"/>	W/E: <input type="text" value="Airport Avenue"/>	I/S No: <input type="text" value="17"/>
AM/PM: <input type="text" value="AM"/>	Comments: <input type="text" value="CP A8 2010 With Mitigation"/>	
COUNT DATE: <input type="text"/>	STUDY DATE: <input type="text"/>	GROWTH FACTOR: <input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	2273	0	0	1657	164	0	0	0	241	0	62
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>2273</b>	<b>0</b>	<b>0</b>	<b>1657</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>0</b>	<b>62</b>
LANE	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 0 0 0 0 0 1							
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>					

### Critical Movements Diagram

<b>EastBound</b> A: <input type="text" value="152"/> B: <input type="text" value="152"/>	<b>SouthBound</b> A: <input type="text" value="829"/> B: <input type="text" value="0"/>	<b>WestBound</b> A: <input type="text" value="0"/> B: <input type="text" value="0"/>													
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														
A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit															
<b>Results</b> North/South Critical Movements = A(N/B) + B(S/B) West/East Critical Movements = A(W/B) + A(E/B)															
V/C = $\frac{1137 + 0 + 0 + 152}{*1500} = 0.789$ LOS = C															

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	68	2398	0	0	1505	226	0	0	0	0	0	18		
AMBIENT														
RELATED														
PROJECT														
<b>TOTAL</b>	<b>68</b>	<b>2398</b>	<b>0</b>	<b>0</b>	<b>1505</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>		
<b>LANE</b>														
<b>SIGNAL</b>	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR		
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto		

### Critical Movements Diagram

<table border="1" style="margin: auto;"> <tr><td colspan="2" style="text-align: center;">EastBound</td></tr> <tr><td>A: <input type="text" value="18"/></td></tr> <tr><td>B: <input type="text" value="0"/></td></tr> </table>	EastBound		A: <input type="text" value="18"/>	B: <input type="text" value="0"/>	<table border="1" style="margin: auto;"> <tr><td colspan="2" style="text-align: center;">SouthBound</td></tr> <tr><td>A: <input type="text" value="753"/></td></tr> <tr><td>B: <input type="text" value="0"/></td></tr> </table>	SouthBound		A: <input type="text" value="753"/>	B: <input type="text" value="0"/>	<table border="1" style="margin: auto;"> <tr><td colspan="2" style="text-align: center;">WestBound</td></tr> <tr><td>A: <input type="text" value="0"/></td></tr> <tr><td>B: <input type="text" value="0"/></td></tr> </table>	WestBound		A: <input type="text" value="0"/>	B: <input type="text" value="0"/>	<table border="1" style="margin: auto;"> <tr><td colspan="2" style="text-align: center;">NorthBound</td></tr> <tr><td>A: <input type="text" value="1199"/></td></tr> <tr><td>B: <input type="text" value="68"/></td></tr> </table>	NorthBound		A: <input type="text" value="1199"/>	B: <input type="text" value="68"/>		<table border="1" style="margin: auto;"> <tr><td style="text-align: center;">V/C RATIO</td></tr> <tr><td style="text-align: center;">0.00 - 0.60</td></tr> <tr><td style="text-align: center;">0.61 - 0.70</td></tr> <tr><td style="text-align: center;">0.71 - 0.80</td></tr> <tr><td style="text-align: center;">0.81 - 0.90</td></tr> <tr><td style="text-align: center;">0.91 - 1.00</td></tr> </table>	V/C RATIO	0.00 - 0.60	0.61 - 0.70	0.71 - 0.80	0.81 - 0.90	0.91 - 1.00	<table border="1" style="margin: auto;"> <tr><td style="text-align: center;">LOS</td></tr> <tr><td style="text-align: center;">A</td></tr> <tr><td style="text-align: center;">B</td></tr> <tr><td style="text-align: center;">C</td></tr> <tr><td style="text-align: center;">D</td></tr> <tr><td style="text-align: center;">E</td></tr> </table>	LOS	A	B	C	D	E
EastBound																																		
A: <input type="text" value="18"/>																																		
B: <input type="text" value="0"/>																																		
SouthBound																																		
A: <input type="text" value="753"/>																																		
B: <input type="text" value="0"/>																																		
WestBound																																		
A: <input type="text" value="0"/>																																		
B: <input type="text" value="0"/>																																		
NorthBound																																		
A: <input type="text" value="1199"/>																																		
B: <input type="text" value="68"/>																																		
V/C RATIO																																		
0.00 - 0.60																																		
0.61 - 0.70																																		
0.71 - 0.80																																		
0.81 - 0.90																																		
0.91 - 1.00																																		
LOS																																		
A																																		
B																																		
C																																		
D																																		
E																																		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1199 + 0 + 0 + 18}{1500} = 0.811$

LOS = D

## INTERSECTION DATA SUMMARY SHEET

N/S:	Bundy Drive	W/E:	Airport Avenue	I/S No:	17
AM/PM:	PM	Comments:	CP A8 2010 With Mitigation		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	41	1772	0	0	2602	85	0	0	0	209	0	119
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	41	1772	0	0	2602	85	0	0	0	209	0	119
<b>LANE</b>												
<b>SIGNAL</b>	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

	<b>SouthBound</b> A: 1301 B: 0	<b>WestBound</b> A: 0 B: 0	
<b>EastBound</b> A: 164 B: 164		<b>NorthBound</b> A: 886 B: 41	
			<b>V/C RATIO</b> <b>LOS</b> 0.00 - 0.60      A 0.61 - 0.70      B 0.71 - 0.80      C 0.81 - 0.90      D 0.91 - 1.00      E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

V/C =  $\frac{41 + 1301 + 0 + 164}{*1500} = 0.934$       LOS = E

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	73	1817	0	0	2472	246	0	0	0	0	0	36	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>73</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2472</b>	<b>246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	
LANE													
	1	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		
	Perm		<none>		Perm		Auto		<none>		<none>		

### Critical Movements Diagram

SouthBound	
A:	1236
B:	0

EastBound	
A:	36
B:	0

WestBound	
A:	0
B:	0

NorthBound	
A:	909
B:	73

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSA Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{73 + 1236 + 0 + 36}{1500} = 0.897$

LOS = D

## INTERSECTION DATA SUMMARY SHEET

N/S:	23rd Street/Walgrove Avenue	W/E:	Airport Avenue	I/S No:	15
AM/PM:	<b>AM</b>	Comments:	CP A9 2010 With Mitigation		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1691	115	40	686	0	0	0	84	0	0	0
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>0</b>	<b>1691</b>	<b>115</b>	<b>40</b>	<b>686</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	<none>		<none>

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input style="width: 50px;" type="text" value="686"/>                  B: <input style="width: 50px;" type="text" value="40"/> </div>															
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input style="width: 50px;" type="text" value="0"/>                  B: <input style="width: 50px;" type="text" value="0"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input style="width: 50px;" type="text" value="84"/>                  B: <input style="width: 50px;" type="text" value="0"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input style="width: 50px;" type="text" value="1691"/>                  B: <input style="width: 50px;" type="text" value="0"/> </div>													
				<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">V/C RATIO</th> <th style="text-align: left;">LOS</th> </tr> </thead> <tbody> <tr><td>0.00 - 0.60</td><td>A</td></tr> <tr><td>0.61 - 0.70</td><td>B</td></tr> <tr><td>0.71 - 0.80</td><td>C</td></tr> <tr><td>0.81 - 0.90</td><td>D</td></tr> <tr><td>0.91 - 1.00</td><td>E</td></tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS															
0.00 - 0.60	A															
0.61 - 0.70	B															
0.71 - 0.80	C															
0.81 - 0.90	D															
0.91 - 1.00	E															

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1691 + 40 + 84 + 0}{1500} = 1.210 \quad \text{LOS} = F$$



## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
EXISTING	124	2273	0	0	1645	164	0	0	0	242	0	54				
AMBIENT																
RELATED																
PROJECT																
<b>TOTAL</b>	<b>124</b>	<b>2273</b>	<b>0</b>	<b>0</b>	<b>1645</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>54</b>				
LANE	1	0	2	0	0	0	0	0	2	0	0	0	0	0	0	1
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
	Perm		<none>		Perm		Auto		<none>		<none>		Perm		Auto	

### Critical Movements Diagram

EastBound			WestBound		<table style="border-collapse: collapse;"> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS																
0.00 - 0.60	A																
0.61 - 0.70	B																
0.71 - 0.80	C																
0.81 - 0.90	D																
0.91 - 1.00	E																
A: <input type="text" value="148"/>		↑	A: <input type="text" value="0"/>	B: <input type="text" value="0"/>													
B: <input type="text" value="148"/>			B: <input type="text" value="0"/>														
SouthBound			NorthBound														
A: <input type="text" value="823"/>			A: <input type="text" value="1137"/>	B: <input type="text" value="124"/>													
B: <input type="text" value="0"/>			B: <input type="text" value="124"/>														

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1137 + 0 + 0 + 148}{*1500} = 0.787$       LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	59	2398	0	0	1507	203	0	0	0	0	0	15	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>59</b>	<b>2398</b>	<b>0</b>	<b>0</b>	<b>1507</b>	<b>203</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>SouthBound</b>                  A: <input type="text" value="754"/>                  B: <input type="text" value="0"/> </div>			
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <b>EastBound</b>                  A: <input type="text" value="15"/>                  B: <input type="text" value="0"/> </div>		<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <b>WestBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>	<b>V/C RATIO</b> 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00	<b>LOS</b> A B C D E
<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>NorthBound</b>                  A: <input type="text" value="1199"/>                  B: <input type="text" value="59"/> </div>				

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1199 + 0 + 0 + 15}{1500} = 0.809$

LOS = D

## INTERSECTION DATA SUMMARY SHEET

N/S: <input style="width: 80%;" type="text" value="Bundy Drive"/>	W/E: <input style="width: 80%;" type="text" value="Airport Avenue"/>	I/S No: <input style="width: 50%;" type="text" value="17"/>
AM/PM: <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	Comments: <input style="width: 80%;" type="text" value="CP A9 2010 With Mitigation"/>	
COUNT DATE: <input style="width: 50%;" type="text"/>	STUDY DATE: <input style="width: 50%;" type="text"/>	GROWTH FACTOR: <input style="width: 50%;" type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	1772	0	0	2589	85	0	0	0	204	0	109
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>41</b>	<b>1772</b>	<b>0</b>	<b>0</b>	<b>2589</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>0</b>	<b>109</b>
LANE	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 0 0 0 0 0 0	1 0 0 0 0 1 0								
SIGNAL	Phasing: Perm    RTOR: <none>		Phasing: Perm    RTOR: Auto		Phasing: <none>    RTOR: <none>		Phasing: Perm    RTOR: Auto					

### Critical Movements Diagram

<b>EastBound</b> A: <input style="width: 50%;" type="text" value="109"/> B: <input style="width: 50%;" type="text" value="204"/>	<b>SouthBound</b> A: <input style="width: 50%;" type="text" value="1295"/> B: <input style="width: 50%;" type="text" value="0"/>	<b>WestBound</b> A: <input style="width: 50%;" type="text" value="0"/> B: <input style="width: 50%;" type="text" value="0"/>													
			<b>NorthBound</b> A: <input style="width: 50%;" type="text" value="886"/> B: <input style="width: 50%;" type="text" value="41"/>												
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{41 + 1295 + 0 + 204}{*1500} = 0.957$       LOS = E

## INTERSECTION DATA SUMMARY SHEET

N/S:	<input type="text" value="Bundy Drive"/>	W/E:	<input type="text" value="3171 Bundy Drive (Project Dwy)"/>	I/S No:	<input type="text" value="18"/>
AM/PM:	<input type="text" value="PM"/>	Comments:	<input type="text" value="CP A9 2010 With Mitigation"/>		
COUNT DATE:	<input type="text"/>	STUDY DATE:	<input type="text"/>	GROWTH FACTOR:	<input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
EXISTING	64	1817	0	0	2475	220	0	0	0	0	0	31				
AMBIENT																
RELATED																
PROJECT																
<b>TOTAL</b>	<b>64</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2475</b>	<b>220</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>				
LANE	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR				
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto				

### Critical Movements Diagram

EastBound	
A:	<input type="text" value="31"/>
B:	<input type="text" value="0"/>

SouthBound	
A:	<input type="text" value="1238"/>
B:	<input type="text" value="0"/>

WestBound	
A:	<input type="text" value="0"/>
B:	<input type="text" value="0"/>

NorthBound	
A:	<input type="text" value="909"/>
B:	<input type="text" value="64"/>

	V/C RATIO	LOS
0.00 - 0.60		A
0.61 - 0.70		B
0.71 - 0.80		C
0.81 - 0.90		D
0.91 - 1.00		E

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{64 + 1238 + 0 + 31}{1500} = 0.889 \quad \text{LOS} = D$$

## INTERSECTION DATA SUMMARY SHEET

N/S: <b>23rd Street/Walgrove Avenue</b>	W/E: <b>Airport Avenue</b>	I/S No: <b>15</b>
AM/PM: <b>AM</b>	Comments: <b>CP A10 2010 With Mitigation</b>	
COUNT DATE: <input type="text"/>	STUDY DATE: <input type="text"/>	GROWTH FACTOR: <input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1691	115	40	686	0	0	0	84	0	0	0
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>0</b>	<b>1691</b>	<b>115</b>	<b>40</b>	<b>686</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
LANE												
SIGNAL	Phasing: <b>Perm</b>		RTOR: <b>Auto</b>		Phasing: <b>Perm</b>		RTOR: <b>Auto</b>		Phasing: <b>Perm</b>		RTOR: <b>Auto</b>	
	Phasing: <b>&lt;none&gt;</b>		RTOR: <b>&lt;none&gt;</b>		Phasing: <b>&lt;none&gt;</b>		RTOR: <b>&lt;none&gt;</b>		Phasing: <b>&lt;none&gt;</b>		RTOR: <b>&lt;none&gt;</b>	

### Critical Movements Diagram

	<table border="1" style="margin: auto;"> <tr><td style="text-align: center;">SouthBound</td></tr> <tr><td style="text-align: center;">A: <input type="text" value="686"/></td></tr> <tr><td style="text-align: center;">B: <input type="text" value="40"/></td></tr> </table>	SouthBound	A: <input type="text" value="686"/>	B: <input type="text" value="40"/>	<table border="1" style="margin: auto;"> <tr><td style="text-align: center;">WestBound</td></tr> <tr><td style="text-align: center;">A: <input type="text" value="84"/></td></tr> <tr><td style="text-align: center;">B: <input type="text" value="0"/></td></tr> </table>	WestBound	A: <input type="text" value="84"/>	B: <input type="text" value="0"/>														
SouthBound																						
A: <input type="text" value="686"/>																						
B: <input type="text" value="40"/>																						
WestBound																						
A: <input type="text" value="84"/>																						
B: <input type="text" value="0"/>																						
<table border="1" style="margin: auto;"> <tr><td style="text-align: center;">EastBound</td></tr> <tr><td style="text-align: center;">A: <input type="text" value="0"/></td></tr> <tr><td style="text-align: center;">B: <input type="text" value="0"/></td></tr> </table>	EastBound	A: <input type="text" value="0"/>	B: <input type="text" value="0"/>		<table border="1" style="margin: auto;"> <tr><td style="text-align: center;">NorthBound</td></tr> <tr><td style="text-align: center;">A: <input type="text" value="1691"/></td></tr> <tr><td style="text-align: center;">B: <input type="text" value="0"/></td></tr> </table>	NorthBound	A: <input type="text" value="1691"/>	B: <input type="text" value="0"/>														
EastBound																						
A: <input type="text" value="0"/>																						
B: <input type="text" value="0"/>																						
NorthBound																						
A: <input type="text" value="1691"/>																						
B: <input type="text" value="0"/>																						
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 15%;">V/C RATIO</th> <th style="width: 25%;">LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td></td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td></td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td></td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td></td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td></td> <td>E</td> </tr> </tbody> </table>						V/C RATIO	LOS	0.00 - 0.60		A	0.61 - 0.70		B	0.71 - 0.80		C	0.81 - 0.90		D	0.91 - 1.00		E
	V/C RATIO	LOS																				
0.00 - 0.60		A																				
0.61 - 0.70		B																				
0.71 - 0.80		C																				
0.81 - 0.90		D																				
0.91 - 1.00		E																				

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1691 + 40 + 84 + 0}{1500} = 1.210 \quad \text{LOS} = F$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	2273	0	0	1645	164	0	0	0	242	0	54
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>2273</b>	<b>0</b>	<b>0</b>	<b>1645</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>54</b>
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	<input type="text" value="Perm"/>		<input type="text" value="&lt;none&gt;"/>	<input type="text" value="Perm"/>		<input type="text" value="Auto"/>	<input type="text" value="&lt;none&gt;"/>		<input type="text" value="&lt;none&gt;"/>	<input type="text" value="Perm"/>		<input type="text" value="Auto"/>

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="823"/>                  B: <input type="text" value="0"/> </div>		
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="148"/>                  B: <input type="text" value="148"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="1137"/>                  B: <input type="text" value="124"/> </div>		

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1137 + 0 + 0 + 148}{*1500} = 0.787$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:	Bundy Drive	W/E:	3171 Bundy Drive (Project Dwy)	I/S No:	18
AM/PM:	AM	Comments:	CP A10 2010 With Mitigation		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	59	2398	0	0	1509	203	0	0	0	0	0	13	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>59</b>	<b>2398</b>	<b>0</b>	<b>0</b>	<b>1509</b>	<b>203</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	

### Critical Movements Diagram

	<b>SouthBound</b> A: 755 B: 0		
<b>EastBound</b> A: 13 B: 0		<b>WestBound</b> A: 0 B: 0	
	<b>NorthBound</b> A: 1199 B: 59		

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1199 + 0 + 0 + 13}{1500} = 0.808$

LOS = D



## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	1772	0	0	2589	85	0	0	0	204	0	113
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>41</b>	<b>1772</b>	<b>0</b>	<b>0</b>	<b>2589</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>0</b>	<b>113</b>
LANE												
	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 0 0 0 0 0 0	1 0 0 0 0 0 1								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>					

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="1295"/>                  B: <input type="text" value="0"/> </div>		
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="159"/>                  B: <input type="text" value="159"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="886"/>                  B: <input type="text" value="41"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{41 + 1295 + 0 + 159}{*1500} = 0.927$

LOS = E

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	64	1817	0	0	2479	220	0	0	0	0	0	27	
AMBIENT													
RELATED													
PROJECT													
<b>TOTAL</b>	<b>64</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2479</b>	<b>220</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	
LANE													
	1	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto	

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="1240"/>                  B: <input type="text" value="0"/> </div>		
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="27"/>                  B: <input type="text" value="0"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="909"/>                  B: <input type="text" value="64"/> </div>		

	V/C RATIO	LOS
0.00 - 0.60		A
0.61 - 0.70		B
0.71 - 0.80		C
0.81 - 0.90		D
0.91 - 1.00		E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{64 + 1240 + 0 + 27}{1500} = 0.887 \quad \text{LOS} = D$$

## INTERSECTION DATA SUMMARY SHEET

N/S: <input type="text" value="23rd Street/Walgrove Avenue"/>	W/E: <input type="text" value="Airport Avenue"/>	I/S No: <input type="text" value="15"/>
AM/PM: <input type="text" value="AM"/>	Comments: <input type="text" value="CP B1 2010 With Mitigation"/>	
COUNT DATE: <input type="text"/>	STUDY DATE: <input type="text"/>	GROWTH FACTOR: <input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1691	115	40	686	0	0	0	84	0	0	0
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>0</b>	<b>1691</b>	<b>115</b>	<b>40</b>	<b>686</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
LANE												
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>	

### Critical Movements Diagram

<b>EastBound</b> A: <input type="text" value="0"/> B: <input type="text" value="0"/>	<b>SouthBound</b> A: <input type="text" value="686"/> B: <input type="text" value="40"/>	<b>WestBound</b> A: <input type="text" value="84"/> B: <input type="text" value="0"/>													
			<b>NorthBound</b> A: <input type="text" value="1691"/> B: <input type="text" value="0"/>												
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1691 + 40 + 84 + 0}{1500} = 1.210$

LOS = F

# CalcaDB

## INTERSECTION DATA SUMMARY SHEET

N/S:  WE:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
EXISTING	124	2308	0	0	1598	211	0	0	0	207	0	51						
AMBIENT																		
RELATED																		
PROJECT																		
TOTAL	124	2308	0	0	1598	211	0	0	0	207	0	51						
LANE	1	0	2	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR						
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto						

### Critical Movements Diagram

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

V/C =  $\frac{1154 + 0 + 0 + 129}{*1500} = 0.785$       LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	2398	0	0	1506	156	0	0	0	35	0	17
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>59</b>	<b>2398</b>	<b>0</b>	<b>0</b>	<b>1506</b>	<b>156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>17</b>
LANE	 1 0 2 0 0 0 0	 0 0 2 0 0 1 0	 0 0 0 0 0 0 0	 1 0 0 0 0 1 0								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>					

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="753"/>                      B: <input type="text" value="0"/> </div>															
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="17"/>                      B: <input type="text" value="35"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="0"/>                      B: <input type="text" value="0"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                      A: <input type="text" value="1199"/>                      B: <input type="text" value="59"/> </div>													
				<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS															
0.00 - 0.60	A															
0.61 - 0.70	B															
0.71 - 0.80	C															
0.81 - 0.90	D															
0.91 - 1.00	E															

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{1199 + 0 + 0 + 35}{*1500} = 0.753$ 
LOS = C

# CalcaDB

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	1842	0	0	2538	136	0	0	0	133	0	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	1842	0	0	2538	136	0	0	0	133	0	106
LANE	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘	↙ ↕ ↘
	1 0 2	0 0 0	0 0 0	0 0 2	0 0 1	0 0 0	0 0 0	0 0 0	0 0 0	1 0 0	0 0 0	0 0 1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

<b>EastBound</b> A: <input type="text" value="120"/> B: <input type="text" value="120"/>	↑ NorthBound	<b>WestBound</b> A: <input type="text" value="0"/> B: <input type="text" value="0"/>	<b>V/C RATIO</b>	<b>LOS</b>
			0.00 - 0.60	A
			0.61 - 0.70	B
			0.71 - 0.80	C
			0.81 - 0.90	D
			0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

V/C =  $\frac{41 + 1269 + 0 + 120}{*1500} = 0.883$       LOS = D

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	1817	0	0	2472	169	0	0	0	70	0	33
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>64</b>	<b>1817</b>	<b>0</b>	<b>0</b>	<b>2472</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>33</b>
LANE												
	1	0	2	0	0	0	0	0	2	0	0	1
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>					

### Critical Movements Diagram

EastBound	
A:	<input type="text" value="33"/>
B:	<input type="text" value="70"/>

SouthBound	
A:	<input type="text" value="1236"/>
B:	<input type="text" value="0"/>

WestBound	
A:	<input type="text" value="0"/>
B:	<input type="text" value="0"/>

NorthBound	
A:	<input type="text" value="909"/>
B:	<input type="text" value="64"/>

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{64 + 1236 + 0 + 70}{*1500} = 0.843$

LOS = D



## INTERSECTION DATA SUMMARY SHEET

N/S: <input style="width: 80%;" type="text" value="23rd Street/Walgrove Avenue"/>	W/E: <input style="width: 80%;" type="text" value="Airport Avenue"/>	I/S No: <input style="width: 80%;" type="text" value="15"/>
AM/PM: <input style="width: 100px;" type="text" value="AM"/>	Comments: <input style="width: 80%;" type="text" value="Alternative B2 - with Mitigations"/>	
COUNT DATE: <input style="width: 80px;" type="text"/>	STUDY DATE: <input style="width: 80px;" type="text"/>	GROWTH FACTOR: <input style="width: 80px;" type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1691	115	40	686	0	0	0	84	0	0	0
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>0</b>	<b>1691</b>	<b>115</b>	<b>40</b>	<b>686</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
LANE												
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>	

### Critical Movements Diagram

<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input style="width: 40px;" type="text" value="0"/>                  B: <input style="width: 40px;" type="text" value="0"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input style="width: 40px;" type="text" value="686"/>                  B: <input style="width: 40px;" type="text" value="40"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input style="width: 40px;" type="text" value="84"/>                  B: <input style="width: 40px;" type="text" value="0"/> </div>													
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input style="width: 40px;" type="text" value="1691"/>                  B: <input style="width: 40px;" type="text" value="0"/> </div>															
			<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">V/C RATIO</th> <th style="text-align: left;">LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

#### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

V/C =  $\frac{1691 + 40 + 84 + 0}{1500} = 1.210$       LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	2273	0	0	1645	164	0	0	0	242	0	68
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>2273</b>	<b>0</b>	<b>0</b>	<b>1645</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>68</b>
LANE	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 0 0 0 0 0 0	1 0 0 0 0 0 1								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="&lt;none&gt;"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

SouthBound	
A:	<input type="text" value="823"/>
B:	<input type="text" value="0"/>

EastBound	
A:	<input type="text" value="155"/>
B:	<input type="text" value="155"/>

WestBound	
A:	<input type="text" value="0"/>
B:	<input type="text" value="0"/>

NorthBound	
A:	<input type="text" value="1137"/>
B:	<input type="text" value="124"/>

			<b>V/C RATIO</b>	<b>LOS</b>
			0.00 - 0.60	A
			0.61 - 0.70	B
			0.71 - 0.80	C
			0.81 - 0.90	D
			0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{1137 + 0 + 0 + 155}{*1500} = 0.791$ 
LOS = C

# CalcaDB

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

Volume/Lane/Signal Configurations																	
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
EXISTING	41	1772	0	0	2589	85	0	0	0	204	0	139					
AMBIENT																	
RELATED																	
PROJECT																	
TOTAL	41	1772	0	0	2589	85	0	0	0	204	0	139					
LANE	1	0	2	0	0	0	0	2	0	0	1	0	0	0	0	0	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR					
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto					

### Critical Movements Diagram

<p>EastBound</p> <p>A: <input type="text" value="172"/></p> <p>B: <input type="text" value="172"/></p>	<p>↑</p>	<p>WestBound</p> <p>A: <input type="text" value="0"/></p> <p>B: <input type="text" value="0"/></p>	<b>V/C RATIO</b>	<b>LOS</b>
			0.00 - 0.60	A
			0.61 - 0.70	B
			0.71 - 0.80	C
			0.81 - 0.90	D
			0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C =  $\frac{41 + 1295 + 0 + 172}{*1500} = 0.935$       LOS = E

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	192	2273	0	0	1442	367	0	0	0	241	0	67
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>192</b>	<b>2273</b>	<b>0</b>	<b>0</b>	<b>1442</b>	<b>367</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>0</b>	<b>67</b>
LANE	1	0	2	0	0	0	0	0	2	0	0	0
	↙	↕	↗	↙	↕	↗	↙	↕	↗	↙	↕	↗
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="721"/>                  B: <input type="text" value="0"/> </div>														
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="67"/>                  B: <input type="text" value="133"/> </div>	<div style="border: 1px solid black; padding: 20px; width: 50px; margin: 0 auto;">                 ↑             </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="0"/>                  B: <input type="text" value="0"/> </div>	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														
<p>A = Adjusted Through/Right Volume                  B = Adjusted Left Volume                  * = ATSAC Benefit</p>															
<p><b>Results</b></p> <p>North/South Critical Movements = A(N/B) + B(S/B)                  West/East Critical Movements = A(W/B) + B(E/B)</p> <p style="text-align: center;">                 V/C = <math>\frac{1137 + 0 + 0 + 133}{*1500} = 0.777</math>      LOS = C             </p>															

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  PM Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
EXISTING	114	1772	0	0	2369	305	0	0	0	209	0	139				
AMBIENT																
RELATED																
PROJECT																
<b>TOTAL</b>	<b>114</b>	<b>1772</b>	<b>0</b>	<b>0</b>	<b>2369</b>	<b>305</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>	<b>0</b>	<b>139</b>				
LANE	1	0	2	0	0	0	0	0	2	0	0	0				
SIGNAL	Phasing: Perm		RTOR: <none>		Phasing: Perm		RTOR: Auto		Phasing: <none>		RTOR: <none>		Phasing: Perm		RTOR: Auto	

### Critical Movements Diagram

EastBound	
A:	139
B:	115

SouthBound	
A:	1185
B:	0

WestBound	
A:	0
B:	0

NorthBound	
A:	886
B:	114

	V/C RATIO	LOS
0.00 - 0.60		A
0.61 - 0.70		B
0.71 - 0.80		C
0.81 - 0.90		D
0.91 - 1.00		E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$V/C = \frac{114 + 1185 + 0 + 139}{*1500} = 0.889$

LOS = D

## INTERSECTION DATA SUMMARY SHEET

N/S: <input type="text" value="23rd Street/Walgrove Avenue"/>	W/E: <input type="text" value="Airport Avenue"/>	I/S No: <input type="text" value="15"/>
AM/PM: <input type="text" value="AM"/>	Comments: <input type="text" value="Alternative C2 - with Mitigations"/>	
COUNT DATE: <input type="text"/>	STUDY DATE: <input type="text"/>	GROWTH FACTOR: <input type="text"/>

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1691	115	40	686	0	0	0	84	0	0	0
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>0</b>	<b>1691</b>	<b>115</b>	<b>40</b>	<b>686</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
LANE												
	0	0	1	0	0	1	0	1	0	0	0	0
SIGNAL	Phasing: <input type="text" value="Perm"/>		RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/>		RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/>		RTOR: <input type="text" value="Auto"/>	
	<input type="text" value="Perm"/>		<input type="text" value="Auto"/>		<input type="text" value="Perm"/>		<input type="text" value="Auto"/>		<input type="text" value="Perm"/>		<input type="text" value="Auto"/>	

### Critical Movements Diagram

	<b>SouthBound</b> A: <input type="text" value="686"/> B: <input type="text" value="40"/>	<b>WestBound</b> A: <input type="text" value="84"/> B: <input type="text" value="0"/>		
<b>EastBound</b> A: <input type="text" value="0"/> B: <input type="text" value="0"/>		<b>NorthBound</b> A: <input type="text" value="1691"/> B: <input type="text" value="0"/>	<b>V/C RATIO</b>	<b>LOS</b>
			0.00 - 0.60	A
			0.61 - 0.70	B
			0.71 - 0.80	C
			0.81 - 0.90	D
			0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = A(W/B) + A(E/B)

V/C =  $\frac{1691 + 40 + 84 + 0}{1500} = 1.210$       LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	183	2273	0	0	1442	367	0	0	0	242	0	68
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>183</b>	<b>2273</b>	<b>0</b>	<b>0</b>	<b>1442</b>	<b>367</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>68</b>
LANE	1	0	2	0	0	0	0	0	2	0	0	0
	↙	↕	↘	↙	↕	↘	↙	↕	↘	↙	↕	↘
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	Perm		Auto	<none>		<none>	Perm		Auto

### Critical Movements Diagram

EastBound	
A:	68
B:	133

SouthBound	
A:	721
B:	0

WestBound	
A:	0
B:	0

NorthBound	
A:	1137
B:	183

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{1137 + 0 + 0 + 133}{*1500} = 0.777$

LOS = C



## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	105	1772	0	0	2369	305	0	0	0	204	0	139
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>105</b>	<b>1772</b>	<b>0</b>	<b>0</b>	<b>2369</b>	<b>305</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>0</b>	<b>139</b>
LANE												
	1	0	2	0	0	0	0	0	2	0	0	0
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="&lt;none&gt;"/> RTOR: <input type="text" value="&lt;none&gt;"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>					

### Critical Movements Diagram

EastBound	
A:	<input type="text" value="139"/>
B:	<input type="text" value="112"/>

SouthBound	
A:	<input type="text" value="1185"/>
B:	<input type="text" value="0"/>

WestBound	
A:	<input type="text" value="0"/>
B:	<input type="text" value="0"/>

NorthBound	
A:	<input type="text" value="886"/>
B:	<input type="text" value="105"/>

	V/C RATIO	LOS
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

**A = Adjusted Through/Right Volume**  
**B = Adjusted Left Volume**  
**\* = ATSAC Benefit**

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{105 + 1185 + 0 + 139}{*1500} = 0.883 \quad \text{LOS} = D$$

In response to Comment No. 6.13 regarding planned improvements to the intersection of Inglewood Boulevard and Venice Boulevard, projected future levels of service for this intersection were recalculated with the identified improvements in place. The results of this recalculation are included on the following pages of this Section.

This recalculation does not change any findings or conclusions contained within the Draft EIR.

**TABLE 11  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A1**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum+Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F		0.861 1.372	D F		0.000 0.005	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	F D		1.020 0.883	F D		0.001 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F		1.333 1.400	F F		0.031 0.039	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E		1.108 0.948	F E		0.008 0.022	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F		0.964 1.075	E F		0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A		0.459 0.544	A A		0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A		0.615 0.575	B A		0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F		1.090 1.035	F F		0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C		** 17	F C								
	AM PM	1.201 1.297			1.212 1.298			0.011 0.001	Yes No	1.210 1.298		0.009 0.001	No No	
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D		0.835 0.892	D D		0.012 0.037	No Yes	0.787 0.885	C D	-0.036 0.030	No Yes	
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950			0.833 0.991	D E		0.007 0.041	No Yes	0.760 0.845	C D	-0.066 -0.105	No No	
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F		1.381 1.401	F F		0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E		0.787 0.929	C E		-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C		0.595 0.747	A C		0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F		1.040 1.084	F F		0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F		1.100 1.103	F F		0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E		0.911 0.929	E E		0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C		0.898 0.776	D C		0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F		1.321 1.091	F F		0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F		0.866 1.227	D F		-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F		0.716 1.227	C F		-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cum+ Project with Mitigations			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.653	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.633 0.589	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	49 **	1.084 1.368	D F	1 -0.006	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	N/C 0	Yes No	** 17	N/C N/C	F C	N/C 0	No No
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.380 0.300	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	6 5	0.777 0.792	A A	0 1	No No	4 4	0.720 0.762	A A	-2 0	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 12  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A2**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum+Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM	0.861		D	0.861		D	0.000	No					
	PM	1.367		F	1.376		F	0.009	No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM	1.019		F	1.021		F	0.002	No	No Feasible Mitigation				
	PM	0.861		D	0.883		D	0.022	Yes					
*9 Bundy Drive & Ocean Park Boulevard	AM	1.302		F	1.333		F	0.031	Yes	No Feasible Mitigation				
	PM	1.361		F	1.400		F	0.039	Yes					
*10 Bundy Drive & National Boulevard	AM	1.100		F	1.108		F	0.008	No	No Feasible Mitigation				
	PM	0.926		E	0.949		E	0.023	Yes					
*11 Sawtelle Boulevard & National Boulevard	AM	0.963		E	0.964		E	0.001	No					
	PM	1.073		F	1.075		F	0.002	No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM	0.459		A	0.459		A	0.000	No					
	PM	0.543		A	0.544		A	0.001	No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM	0.527		A	0.615		B	0.088	No					
	PM	0.508		A	0.575		A	0.067	No					
*14 Sepulveda Boulevard & National Boulevard	AM	1.090		F	1.090		F	0.000	No					
	PM	1.034		F	1.035		F	0.001	No					
15 23rd Street/Walgrave Avenue & Airport Avenue [a]	AM	**		F	**		F							
	PM	17		C	17		C							
	AM	1.201			1.210			0.009	No					
	PM	1.297			1.295			-0.002	No					
*17 Bundy Drive & Airport Avenue	AM	0.823		D	0.837		D	0.014	No	0.787	C	-0.036	No	
	PM	0.855		D	0.894		D	0.039	Yes	0.887	D	0.032	Yes	
18 Bundy Drive & Project Driveway	AM	**		F										
	PM	**		F										
signalized	AM	0.826			0.834		D	0.008	No	0.763	C	-0.063	No	
	PM	0.950			0.995		E	0.045	Yes	0.866	D	-0.084	No	
*19 Walgrave Avenue & Rose Avenue	AM	1.376		F	1.381		F	0.005	No					
	PM	1.396		F	1.401		F	0.005	No					
*20 Centinela Avenue & Rose Avenue	AM	0.788		C	0.787		C	-0.001	No					
	PM	0.932		E	0.929		E	-0.003	No					
*21 Walgrave Avenue & Palms Boulevard	AM	0.592		A	0.595		A	0.003	No					
	PM	0.744		C	0.747		C	0.003	No					
*22 Centinela Avenue & Palms Boulevard	AM	1.033		F	1.040		F	0.007	No					
	PM	1.079		F	1.084		F	0.005	No					
*23 Sawtelle Boulevard & Palms Boulevard	AM	1.099		F	1.100		F	0.001	No					
	PM	1.100		F	1.103		F	0.003	No					
*24 Walgrave Avenue & Venice Boulevard	AM	0.908		E	0.911		E	0.003	No					
	PM	0.926		E	0.929		E	0.003	No					
*25 Beethoven Street & Venice Boulevard	AM	0.897		D	0.898		D	0.001	No					
	PM	0.775		C	0.776		C	0.001	No					
*26 Centinela Avenue & Venice Boulevard	AM	1.321		F	1.321		F	0.000	No					
	PM	1.091		F	1.051		F	-0.040	No					
*27 Inglewood Boulevard & Venice Boulevard	AM	0.867		D	0.866		D	-0.001	No					
	PM	1.229		F	1.227		F	-0.002	No					
Inglewood Boulevard & Venice Boulevard	AM	0.717		C	0.716		C	-0.001	No					
	PM	1.229		F	1.227		F	-0.002	No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM	19	0.657	B	19	0.657	B	0	No					
	PM	20	0.682	B	20	0.683	B	0	No					
2 Cloverfield Boulevard & Pico Boulevard	AM	26	0.802	C	26	0.802	C	0	No					
	PM	22	0.653	C	22	0.654	C	0	No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM	15	0.631	B	15	0.634	B	0	No					
	PM	11	0.587	B	11	0.589	B	0	No					
6 20th Street & Ocean Park Boulevard	AM	4	0.427	A	4	0.425	A	0	No					
	PM	18	0.702	B	18	0.701	B	0	No					
7 23rd Street & Ocean Park Boulevard	AM	48	1.083	D	48	1.083	D	0	No					
	PM	**	1.374	F	**	1.353	F	-0.021	No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM	5	0.479	A	5	0.479	A	0	No					
	PM	9	0.613	A	9	0.613	A	0	No					
15 23rd Street/Walgrave Avenue & Airport Avenue [b]	AM	**	N/C	F	**	N/C	F	0	No					
	PM	17	N/C	C	17	N/C	C	0	No					
16 Donald Douglas Loop South & Airport Avenue [c]	AM	9	0.316	A	9	0.380	A	0	No					
	PM	8	0.259	A	9	0.300	A	1	No					
17 Bundy Drive & Airport Avenue	AM	6	0.765	A	6	0.778	A	0	No	4	0.719	A	-2	No
	PM	4	0.759	A	5	0.792	A	1	No	4	0.762	A	0	No

**Notes:**

- \* Intersection is currently operating under ATISAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 13  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A3**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F	D F	0.861 1.376	D F	D F	0.000 0.009	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	F D	F D	1.021 0.883	F D	F D	0.002 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F	F F	1.337 1.404	F F	F F	0.035 0.043	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E	F E	1.108 0.949	F E	F E	0.008 0.023	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F	E F	0.964 1.075	E F	E F	0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A	A A	0.459 0.544	A A	A A	0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A	A A	0.615 0.575	B A	B A	0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F	F F	1.090 1.035	F F	F F	0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C	F C	** 17	F C	F C							
	AM PM	1.201 1.297			1.202 1.295			0.001 -0.002	No No					
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D	D E	0.837 0.920	D E	D E	0.014 0.065	No Yes	0.792 0.916	C E	-0.031 0.061	No Yes	
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950			0.835 1.022	D F		0.009 0.072	No Yes	0.753 0.845	C D	-0.073 -0.105	No No	
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F	F F	1.381 1.401	F F	F F	0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E	C E	0.787 0.929	C E	C E	-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C	A C	0.595 0.747	A C	A C	0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F	F F	1.040 1.084	F F	F F	0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F	F F	1.100 1.103	F F	F F	0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E	E E	0.911 0.929	E E	E E	0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C	D C	0.898 0.776	D C	D C	0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F	F F	1.321 1.091	F F	F F	0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F	D F	0.866 1.227	D F	D F	-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F	C F	0.716 1.227	C F	C F	-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.654	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.634 0.593	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	48 **	1.083 1.370	D F	0 -0.004	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	0 0	No No					
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 8	0.322 0.285	A A	0 0	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	6 5	0.779 0.814	A A	0 1	No No	4 4	0.722 0.784	A A	-2 0	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 14  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A4**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F	D F	0.861 1.376	D F	D F	0.000 0.009	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	F D	F D	1.021 0.883	F D	F D	0.002 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F	F F	1.337 1.404	F F	F F	0.035 0.043	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E	F E	1.108 0.949	F E	F E	0.008 0.023	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F	E F	0.964 1.075	E F	E F	0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A	A A	0.459 0.544	A A	A A	0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A	A A	0.615 0.575	B A	B A	0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F	F F	1.090 1.035	F F	F F	0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C	F C	** 17	F C	F C							
	AM PM	1.201 1.297			1.202 1.295			0.001 -0.002	No No					
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D	D E	0.833 0.912	D E	D E	0.010 0.057	No Yes	0.792 0.912	C E	-0.031 0.057	No Yes	
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950			0.844 1.041	D F		0.018 0.091	No Yes	0.763 0.869	C D	-0.063 -0.081	No No	
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F	F F	1.381 1.401	F F	F F	0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E	C E	0.787 0.929	C E	C E	-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C	A C	0.595 0.747	A C	A C	0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F	F F	1.040 1.084	F F	F F	0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F	F F	1.100 1.103	F F	F F	0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E	E E	0.911 0.929	E E	E E	0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C	D C	0.898 0.776	D C	D C	0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F	F F	1.321 1.091	F F	F F	0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F	D F	0.866 1.227	D F	D F	-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F	C F	0.716 1.227	C F	C F	-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.654	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.634 0.593	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	48 **	1.083 1.370	D F	0 -0.004	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	0 0	No No					
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 8	0.318 0.280	A A	0 0	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	6 5	0.773 0.800	A A	0 1	No No	4 4	0.720 0.777	A A	-2 0	No No

**Notes:**

- \* Intersection is currently operating under ATISAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 15  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A5**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F		0.861 1.372	D F		0.000 0.005	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	F D		1.020 0.883	F D		0.001 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F		1.333 1.400	F F		0.031 0.039	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E		1.108 0.948	F E		0.008 0.022	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F		0.964 1.075	E F		0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A		0.459 0.544	A A		0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A		0.615 0.575	B A		0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F		1.090 1.035	F F		0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C		** 17	F C								
	AM PM	1.201 1.297			1.212 1.298			0.011 0.001	Yes No	1.210 1.298		0.009 0.001	No No	
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D		0.835 0.887	D D		0.012 0.032	No Yes	0.786 0.879	C D	-0.037 0.024	No Yes	
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950			0.833 0.985	D E		0.007 0.035	No Yes	0.753 0.845	C D	-0.073 -0.105	No No	
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F		1.381 1.401	F F		0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E		0.787 0.929	C E		-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C		0.595 0.747	A C		0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F		1.040 1.084	F F		0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F		1.100 1.103	F F		0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E		0.911 0.929	E E		0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C		0.898 0.776	D C		0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F		1.321 1.091	F F		0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F		0.866 1.227	D F		-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F		0.716 1.227	C F		-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.653	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.633 0.589	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	49 **	1.084 1.368	D F	1 -0.006	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	N/C 0	Yes No	** 17	N/C N/C	F C	N/C 0	No No
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.323 0.296	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	6 5	0.777 0.787	A A	0 1	No No	4 4	0.720 0.757	A A	-2 0	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.



**TABLE 16  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A6**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F	0.861 1.372	D F	0.000 0.005	No No							
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	D D	1.020 0.883	F D	0.001 0.022	No Yes	No Feasible Mitigation						
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F	1.333 1.400	F F	0.031 0.039	Yes Yes	No Feasible Mitigation						
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E	1.108 0.948	F E	0.008 0.022	No Yes	No Feasible Mitigation						
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F	0.964 1.075	E F	0.001 0.002	No No							
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A	0.459 0.544	A A	0.000 0.001	No No							
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A	0.615 0.575	B A	0.088 0.067	No No							
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F	1.090 1.035	F F	0.000 0.001	No No							
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C	** 17	F C									
	AM PM	1.201 1.297		1.212 1.298		0.011 0.001	Yes No	1.210 1.298		0.009 0.001		No No		
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D	0.847 0.957	D E	0.024 0.102	Yes Yes	0.791 0.935	C E	-0.032 0.080		No Yes		
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950		0.799 0.951	C E	-0.027 0.001	No No							
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F	1.381 1.401	F F	0.005 0.005	No No							
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E	0.787 0.929	C E	-0.001 -0.003	No No							
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C	0.595 0.747	A C	0.003 0.003	No No							
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F	1.040 1.084	F F	0.007 0.005	No No							
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F	1.100 1.103	F F	0.001 0.003	No No							
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E	0.911 0.929	E E	0.003 0.003	No No							
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C	0.898 0.776	D C	0.001 0.001	No No							
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F	1.321 1.091	F F	0.000 0.000	No No							
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F	0.866 1.227	D F	-0.001 -0.002	No No							
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F	0.716 1.227	C F	-0.001 -0.002	No No							

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.653	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.633 0.589	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	49 **	1.084 1.368	D F	1 -0.006	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	N/C 0	Yes No	** 17	N/C N/C	F C	N/C 0	No No
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.334 0.317	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	8 8	0.791 0.855	A A	2 4	No No	5 5	0.725 0.806	A A	-1 1	No No

**Notes:**

- \* Intersection is currently operating under ATISAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 17  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A7**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F	D F	0.861 1.376	D F	0.000 0.009	No No						
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	D D	D D	1.021 0.883	F D	0.002 0.022	No Yes	No Feasible Mitigation					
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F	F F	1.337 1.404	F F	0.035 0.043	Yes Yes	No Feasible Mitigation					
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E	F E	1.108 0.949	F E	0.008 0.023	No Yes	No Feasible Mitigation					
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F	E F	0.964 1.075	E F	0.001 0.002	No No						
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A	A A	0.459 0.544	A A	0.000 0.001	No No						
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A	A A	0.615 0.575	B A	0.088 0.067	No No						
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F	F F	1.090 1.035	F F	0.000 0.001	No No						
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C	F C	** 17	F C								
	AM PM	1.201 1.297			1.202 1.293		0.001 -0.004	No No						
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D	D E	0.849 0.964	D E	0.026 0.109	Yes Yes	0.798 0.949	C E	-0.025 0.094	No Yes		
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950			0.799 0.964	C E	-0.027 0.014	No Yes	0.799 0.879	C D	-0.027 -0.071	No No		
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F	F F	1.382 1.403	F F	0.006 0.007	No No						
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E	C E	0.787 0.930	C E	-0.001 -0.002	No No						
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C	A C	0.595 0.747	A C	0.003 0.003	No No						
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F	F F	1.040 1.084	F F	0.007 0.005	No No						
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F	F F	1.100 1.103	F F	0.001 0.003	No No						
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E	E E	0.911 0.929	E E	0.003 0.003	No No						
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C	D C	0.898 0.776	D C	0.001 0.001	No No						
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F	F F	1.272 1.091	F F	-0.049 0.000	No No						
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F	D F	0.866 1.227	D F	-0.001 -0.002	No No						
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F	C F	0.716 1.227	C F	-0.001 -0.002	No No						

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.654	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.634 0.593	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	48 **	1.083 1.370	D F	0 -0.004	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	0 0	No No					
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.333 0.306	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	8 8	0.793 0.862	A A	2 4	No No	5 6	0.727 0.813	A A	-1 2	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 18  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A8**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F	D F	0.861 1.376	D F	D F	0.000 0.009	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	F D	F D	1.021 0.883	F D	F D	0.002 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F	F F	1.337 1.404	F F	F F	0.035 0.043	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E	F E	1.108 0.949	F E	F E	0.008 0.023	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F	E F	0.964 1.075	E F	E F	0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A	A A	0.459 0.544	A A	A A	0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A	A A	0.615 0.575	B A	B A	0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F	F F	1.090 1.035	F F	F F	0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C	F C	** 17	F C	F C							
	AM PM	1.201 1.297			1.202 1.293			0.001 -0.004	No No					
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D	D E	0.849 0.964	D E	D E	0.026 0.109	Yes Yes	0.789 0.934	C E	-0.034 0.079	No Yes	
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950			0.811 0.979	D E	D E	-0.015 0.029	No Yes	0.811 0.897	D D	-0.015 -0.053	No No	
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F	F F	1.376 1.396	F F	F F	0.000 0.000	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E	C E	0.790 0.934	C E	C E	0.002 0.002	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C	A C	0.595 0.747	A C	A C	0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F	F F	1.040 1.084	F F	F F	0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F	F F	1.100 1.103	F F	F F	0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E	E E	0.911 0.929	E E	E E	0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C	D C	0.898 0.776	D C	D C	0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F	F F	1.321 1.091	F F	F F	0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F	D F	0.866 1.227	D F	D F	-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F	C F	0.716 1.227	C F	C F	-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.654	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.634 0.593	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	48 **	1.083 1.370	D F	0 -0.004	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	0 0	No No					
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.328 0.287	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	8 8	0.793 0.862	A A	2 4	No No	5 5	0.724 0.809	A A	-1 1	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 19  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A9**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F		0.861 1.372	D F		0.000 0.005	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	D D		1.020 0.883	F D		0.001 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F		1.333 1.400	F F		0.031 0.039	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E		1.108 0.948	F E		0.008 0.022	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F		0.964 1.075	E F		0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A		0.459 0.544	A A		0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A		0.615 0.575	B A		0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F		1.090 1.035	F F		0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C		** 17	F C								
	AM PM	1.201 1.297			1.212 1.298			0.011 0.001	Yes No	1.210 1.298		0.009 0.001	No No	
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D		0.847 0.957	D E		0.024 0.102	Yes Yes	0.787 0.957	C E	-0.036 0.102	No Yes	
18 Bundy Drive & Project Driveway [a]	AM PM	** **	F F		** **	F F								
	AM PM	0.826 0.950			0.809 0.962			-0.017 0.012	No Yes	0.809 0.889	D D	-0.017 -0.061	No No	
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F		1.381 1.401	F F		0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E		0.787 0.929	C E		-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C		0.595 0.747	A C		0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F		1.040 1.084	F F		0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F		1.100 1.103	F F		0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E		0.911 0.929	E E		0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C		0.898 0.776	D C		0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F		1.321 1.091	F F		0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F		0.866 1.227	D F		-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F		0.716 1.227	C F		-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.653	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.633 0.589	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	49 **	1.084 1.368	D F	1 -0.006	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	N/C 0	Yes No	** 17	N/C N/C	F C	N/C 0	No No
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.330 0.310	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	7 7	0.791 0.855	A A	1 3	No No	5 5	0.723 0.803	A A	-1 1	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 20  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE A10**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F		0.861 1.372	D F		0.000 0.005	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	D D		1.020 0.883	F D		0.001 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F		1.333 1.400	F F		0.031 0.039	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E		1.108 0.948	F E		0.008 0.022	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F		0.964 1.075	E F		0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A		0.459 0.544	A A		0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A		0.615 0.575	B A		0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F		1.090 1.035	F F		0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C		** 17	F C								
	AM PM	1.201 1.297			1.212 1.298			0.011 0.001	Yes No	1.210 1.298		0.009 0.001	No No	
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D		0.847 0.957	D E		0.024 0.102	Yes Yes	0.787 0.927	C E	-0.036 0.072	No Yes	
18 Bundy Drive & Project Driveway [a]	AM PM	** 17	F F		21 31	C D								
	AM PM	0.826 0.950			0.808 0.961	D E		-0.018 0.011	No Yes	0.808 0.887	D D	-0.018 -0.063	No No	
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F		1.381 1.401	F F		0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E		0.787 0.929	C E		-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C		0.595 0.747	A C		0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F		1.040 1.084	F F		0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F		1.100 1.103	F F		0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E		0.911 0.929	E E		0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C		0.898 0.776	D C		0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F		1.321 1.091	F F		0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F		0.866 1.227	D F		-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F		0.716 1.227	C F		-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.653	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.633 0.589	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	49 **	1.084 1.368	D F	1 -0.006	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	N/C 0	Yes No	** 17	N/C N/C	F C	N/C 0	No No
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.323 0.296	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	8 8	0.791 0.855	A A	2 4	No No	5 5	0.723 0.803	A A	-1 1	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 21  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE B1**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F		0.861 1.372	D F		0.000 0.005	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	F D		1.020 0.883	F D		0.001 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F		1.333 1.400	F F		0.031 0.039	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E		1.108 0.948	F E		0.008 0.022	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F		0.964 1.075	E F		0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A		0.459 0.544	A A		0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A		0.615 0.575	B A		0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F		1.090 1.035	F F		0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C		** 17	F C								
	AM PM	1.201 1.297			1.212 1.298			0.011 0.001	Yes No	1.210 1.298		0.009 0.001	No No	
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D		0.835 0.892	D D		0.012 0.037	No Yes	0.785 0.883	C D	-0.038 0.028	No Yes	
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950			0.834 0.992	D E		0.008 0.042	No Yes	0.753 0.843	C D	-0.073 -0.107	No No	
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F		1.381 1.401	F F		0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E		0.787 0.929	C E		-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C		0.595 0.747	A C		0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F		1.040 1.084	F F		0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F		1.100 1.103	F F		0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E		0.911 0.929	E E		0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C		0.898 0.776	D C		0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F		1.321 1.091	F F		0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F		0.866 1.227	D F		-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F		0.716 1.227	C F		-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.653	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.633 0.589	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	49 **	1.084 1.368	D F	1 -0.006	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	N/C 0	Yes No	** 17	N/C N/C	F C	N/C 0	No No
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.379 0.300	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	6 5	0.777 0.792	A A	0 1	No No	4 4	0.720 0.762	A A	-2 0	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.



**TABLE 22  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE B2**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F		0.861 1.372	D F		0.000 0.005	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	D D		1.020 0.883	F D		0.001 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F		1.333 1.400	F F		0.031 0.039	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E		1.108 0.948	F E		0.008 0.022	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F		0.964 1.075	E F		0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A		0.459 0.544	A A		0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A		0.615 0.575	B A		0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F		1.090 1.035	F F		0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C		** 17	F C								
	AM PM	1.201 1.297			1.212 1.298			0.011 0.001	Yes No	1.210 1.298		0.009 0.001	No No	
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D		0.847 0.957	D E		0.024 0.102	Yes Yes	0.791 0.935	C E	-0.032 0.080	No Yes	
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950			0.799 0.951	C E		-0.027 0.001	No No					
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F		1.381 1.401	F F		0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E		0.787 0.929	C E		-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C		0.595 0.747	A C		0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F		1.040 1.084	F F		0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F		1.100 1.103	F F		0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E		0.911 0.929	E E		0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C		0.898 0.776	D C		0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F		1.321 1.091	F F		0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F		0.866 1.227	D F		-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F		0.716 1.227	C F		-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.653	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.633 0.589	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	49 **	1.084 1.368	D F	1 -0.006	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	N/C 0	Yes No	** 17	N/C N/C	F C	N/C 0	No No
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.334 0.317	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	8 8	0.791 0.855	A A	2 4	No No	5 5	0.725 0.806	A A	-1 1	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.



**TABLE 23  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE B3**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F	0.861 1.376	D F	0.000 0.009	No No							
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	F D	1.021 0.883	F D	0.002 0.022	No Yes	No Feasible Mitigation						
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F	1.337 1.404	F F	0.035 0.043	Yes Yes	No Feasible Mitigation						
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E	1.108 0.949	F E	0.008 0.023	No Yes	No Feasible Mitigation						
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F	0.964 1.075	E F	0.001 0.002	No No							
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A	0.459 0.544	A A	0.000 0.001	No No							
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A	0.615 0.575	B A	0.088 0.067	No No							
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F	1.090 1.035	F F	0.000 0.001	No No							
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C	** 17	F C									
	AM PM	1.201 1.297		1.202 1.293		0.001 -0.004	No No							
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D	0.849 0.964	D E	0.026 0.109	Yes Yes	0.789 0.934	C E	-0.034 0.079	No Yes			
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950		0.811 0.979	D E	-0.015 0.029	No Yes	0.811 0.897	D D	-0.015 -0.053	No No			
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F	1.376 1.396	F F	0.000 0.000	No No							
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E	0.790 0.934	C E	0.002 0.002	No No							
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C	0.595 0.747	A C	0.003 0.003	No No							
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F	1.040 1.084	F F	0.007 0.005	No No							
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F	1.100 1.103	F F	0.001 0.003	No No							
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E	0.911 0.929	E E	0.003 0.003	No No							
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C	0.898 0.776	D C	0.001 0.001	No No							
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F	1.321 1.091	F F	0.000 0.000	No No							
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F	0.866 1.227	D F	-0.001 -0.002	No No							
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F	0.716 1.227	C F	-0.001 -0.002	No No							

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.654	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.634 0.593	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	48 **	1.083 1.370	D F	-1 -0.004	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	0 0	No No					
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.328 0.287	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	D A	8 8	0.793 0.862	A A	12 5	Yes No	5 5	0.724 0.809	A A	-1 1	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 24  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE B4**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F		0.861 1.372	D F		0.000 0.005	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	F D		1.020 0.883	F D		0.001 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F		1.333 1.400	F F		0.031 0.039	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E		1.108 0.948	F E		0.008 0.022	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F		0.964 1.075	E F		0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A		0.459 0.544	A A		0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A		0.615 0.575	B A		0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F		1.090 1.035	F F		0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C		** 17	F C								
	AM PM	1.201 1.297			1.212 1.298			0.011 0.001	Yes No	1.202 1.298	F F	0.001 0.001	No No	
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D		0.847 0.957	D E		0.024 0.102	Yes Yes	0.789 0.936	C E	-0.034 0.081	No Yes	
18 Bundy Drive & Project Driveway	AM PM	** **	F F											
	AM PM	0.826 0.950			0.811 0.974	D E		-0.015 0.024	No Yes	0.811 0.889	D D	-0.015 -0.061	No No	
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F		1.381 1.401	F F		0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E		0.787 0.929	C E		-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C		0.595 0.747	A C		0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F		1.040 1.084	F F		0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F		1.100 1.103	F F		0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E		0.911 0.929	E E		0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C		0.898 0.776	D C		0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F		1.321 1.091	F F		0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F		0.866 1.227	D F		-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F		0.716 1.227	C F		-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	15 18	0.657 0.644	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.653	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.633 0.589	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.428 0.703	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	49 **	1.084 1.368	D F	-1 -0.004	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	0 0	No No					
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.329 0.315	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	D A	8 8	0.791 0.855	E A	12 5	Yes No	5 5	0.726 0.806	D A	-2 2	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 25  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE C1**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base		Cumulative plus Project		V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?	
		Delay	V/C	LOS	Delay			V/C	LOS	Delay			V/C
*4 Bundy Drive & Pico Boulevard	AM	0.861		D	0.861		D	0.000					
	PM	1.367		F	1.376		F	0.009					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM	1.019		F	1.021		F	0.002					
	PM	0.861		D	0.883		D	0.022				<b>Yes</b>	
*9 Bundy Drive & Ocean Park Boulevard	AM	1.302		F	1.333		F	0.031					
	PM	1.361		F	1.400		F	0.039				<b>Yes</b>	
*10 Bundy Drive & National Boulevard	AM	1.100		F	1.108		F	0.008					
	PM	0.926		E	0.949		E	0.023				<b>Yes</b>	
*11 Sawtelle Boulevard & National Boulevard	AM	0.963		E	0.964		E	0.001					
	PM	1.073		F	1.075		F	0.002					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM	0.459		A	0.459		A	0.000					
	PM	0.543		A	0.544		A	0.001					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM	0.527		A	0.615		B	0.088					
	PM	0.508		A	0.575		A	0.067					
*14 Sepulveda Boulevard & National Boulevard	AM	1.090		F	1.090		F	0.000					
	PM	1.034		F	1.035		F	0.001					
15 23rd Street/Walgrave Avenue & Airport Avenue [a]	AM	**		F	**		F						
	PM	17		C	17		C						
	AM	1.201			1.210			0.009					
*17 Bundy Drive & Airport Avenue	AM	1.297			1.295			-0.002					
	PM	0.823		D	0.849		D	0.026	<b>Yes</b>	0.777	C	-0.046	No
	PM	0.855		D	0.935		E	0.080	<b>Yes</b>	0.889	D	0.034	<b>Yes</b>
18 Bundy Drive & Project Driveway [a]	AM	**		F									
	PM	**		F									
	AM	0.826											
This intersection is consolidated with intersection #17													
*19 Walgrave Avenue & Rose Avenue	AM	1.376		F	1.375		F	-0.001					
	PM	1.396		F	1.394		F	-0.002					
*20 Centinela Avenue & Rose Avenue	AM	0.788		C	0.790		C	0.002					
	PM	0.932		E	0.933		E	0.001					
*21 Walgrave Avenue & Palms Boulevard	AM	0.592		A	0.595		A	0.003					
	PM	0.744		C	0.747		C	0.003					
*22 Centinela Avenue & Palms Boulevard	AM	1.033		F	1.040		F	0.007					
	PM	1.079		F	1.084		F	0.005					
*23 Sawtelle Boulevard & Palms Boulevard	AM	1.099		F	1.100		F	0.001					
	PM	1.100		F	1.103		F	0.003					
*24 Walgrave Avenue & Venice Boulevard	AM	0.908		E	0.911		E	0.003					
	PM	0.926		E	0.929		E	0.003					
*25 Beethoven Street & Venice Boulevard	AM	0.897		D	0.898		D	0.001					
	PM	0.775		C	0.776		C	0.001					
*26 Centinela Avenue & Venice Boulevard	AM	1.321		F	1.321		F	0.000					
	PM	1.091		F	1.091		F	0.000					
*27 Inglewood Boulevard & Venice Boulevard	AM	0.867		D	0.866		D	-0.001					
	PM	1.229		F	1.227		F	-0.002					
Inglewood Boulevard & Venice Boulevard	AM	0.717		C	0.716		C	-0.001					
	PM	1.229		F	1.227		F	-0.002					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM	19	0.657	B	19	0.657	B	0	No					
	PM	20	0.682	B	20	0.683	B	0	No					
2 Cloverfield Boulevard & Pico Boulevard	AM	26	0.802	C	26	0.802	C	0	No					
	PM	22	0.653	C	22	0.654	C	0	No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM	15	0.631	B	15	0.634	B	0	No					
	PM	11	0.587	B	11	0.589	B	0	No					
6 20th Street & Ocean Park Boulevard	AM	4	0.427	A	4	0.425	A	0	No					
	PM	18	0.702	B	18	0.701	B	0	No					
7 23rd Street & Ocean Park Boulevard	AM	48	1.083	D	48	1.083	D	0	No					
	PM	**	1.374	F	**	1.353	F	-0.021	No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM	5	0.479	A	5	0.479	A	0	No					
	PM	9	0.613	A	9	0.613	A	0	No					
15 23rd Street/Walgrave Avenue & Airport Avenue [b]	AM	**	N/C	F	**	N/C	F	0	No					
	PM	17	N/C	C	17	N/C	C	0	No					
16 Donald Douglas Loop South & Airport Avenue [c]	AM	9	0.316	A	9	0.318	A	0	No					
	PM	8	0.259	A	8	0.280	A	0	No					
17 Bundy Drive & Airport Avenue	AM	6	0.765	A	8	0.832	A	2	No	5	0.724	A	-1	No
	PM	4	0.759	A	14	1.194	B	10	No	11	1.143	B	7	No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

**TABLE 26  
FUTURE (2010) INTERSECTION LEVELS OF SERVICE - ALTERNATIVE C2**

**City of Los Angeles Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			V/C Change	Significant Impact?	Cum-Project with Mitigations			V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
*4 Bundy Drive & Pico Boulevard	AM PM	0.861 1.367	D F		0.861 1.372	D F		0.000 0.005	No No					
*5 Bundy Drive & I-10 Freeway EB on-ramp	AM PM	1.019 0.861	D D		1.020 0.883	F D		0.001 0.022	No Yes	No Feasible Mitigation				
*9 Bundy Drive & Ocean Park Boulevard	AM PM	1.302 1.361	F F		1.333 1.400	F F		0.031 0.039	Yes Yes	No Feasible Mitigation				
*10 Bundy Drive & National Boulevard	AM PM	1.100 0.926	F E		1.108 0.948	F E		0.008 0.022	No Yes	No Feasible Mitigation				
*11 Sawtelle Boulevard & National Boulevard	AM PM	0.963 1.073	E F		0.964 1.075	E F		0.001 0.002	No No					
*12 I-405 Freeway SB On-Ramp & National Boulevard	AM PM	0.459 0.543	A A		0.459 0.544	A A		0.000 0.001	No No					
*13 I-405 Freeway NB Off-Ramp & National Boulevard	AM PM	0.527 0.508	A A		0.615 0.575	B A		0.088 0.067	No No					
*14 Sepulveda Boulevard & National Boulevard	AM PM	1.090 1.034	F F		1.090 1.035	F F		0.000 0.001	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [a]	AM PM	** 17	F C		** 17	F C								
	AM PM	1.201 1.297			1.212 1.298			0.011 0.001	Yes No	1.210 1.298		0.009 0.001	No No	
*17 Bundy Drive & Airport Avenue	AM PM	0.823 0.855	D D		0.847 0.926	D E		0.024 0.071	Yes Yes	0.777 0.883	C D	-0.046 0.028	No Yes	
18 Bundy Drive & Project Driveway [a]	AM PM	** **	F F		This intersection is consolidated with intersection #17									
	AM PM	0.826 0.950												
*19 Walgrove Avenue & Rose Avenue	AM PM	1.376 1.396	F F		1.381 1.401	F F		0.005 0.005	No No					
*20 Centinela Avenue & Rose Avenue	AM PM	0.788 0.932	C E		0.787 0.929	C E		-0.001 -0.003	No No					
*21 Walgrove Avenue & Palms Boulevard	AM PM	0.592 0.744	A C		0.595 0.747	A C		0.003 0.003	No No					
*22 Centinela Avenue & Palms Boulevard	AM PM	1.033 1.079	F F		1.040 1.084	F F		0.007 0.005	No No					
*23 Sawtelle Boulevard & Palms Boulevard	AM PM	1.099 1.100	F F		1.100 1.103	F F		0.001 0.003	No No					
*24 Walgrove Avenue & Venice Boulevard	AM PM	0.908 0.926	E E		0.911 0.929	E E		0.003 0.003	No No					
*25 Beethoven Street & Venice Boulevard	AM PM	0.897 0.775	D C		0.898 0.776	D C		0.001 0.001	No No					
*26 Centinela Avenue & Venice Boulevard	AM PM	1.321 1.091	F F		1.321 1.091	F F		0.000 0.000	No No					
*27 Inglewood Boulevard & Venice Boulevard	AM PM	0.867 1.229	D F		0.866 1.227	D F		-0.001 -0.002	No No					
Inglewood Boulevard & Venice Boulevard	AM PM	0.717 1.229	C F		0.716 1.227	C F		-0.001 -0.002	No No					

**City of Santa Monica Methodology**

Intersection	Peak Hour	Cumulative Base			Cumulative plus Project			Delay or V/C Change	Significant Impact?	Cumulative plus Project			Delay or V/C Change	Residual Impact?
		Delay	V/C	LOS	Delay	V/C	LOS			Delay	V/C	LOS		
1 20th Street & Pico Boulevard	AM PM	19 20	0.657 0.682	B B	19 20	0.657 0.683	B B	0 0	No No					
2 Cloverfield Boulevard & Pico Boulevard	AM PM	26 22	0.802 0.653	C C	26 22	0.802 0.653	C C	0 0	No No					
3 I-10 EB Off-Ramp/34th Street & Pico Boulevard	AM PM	15 11	0.631 0.587	B B	15 11	0.633 0.589	B B	0 0	No No					
6 20th Street & Ocean Park Boulevard	AM PM	4 18	0.427 0.702	A B	4 18	0.425 0.701	A B	0 0	No No					
7 23rd Street & Ocean Park Boulevard	AM PM	48 **	1.083 1.374	D F	49 **	1.084 1.368	D F	1 -0.006	No No					
8 Cloverfield Boulevard & Ocean Park Boulevard	AM PM	5 9	0.479 0.613	A A	5 9	0.479 0.613	A A	0 0	No No					
15 23rd Street/Walgrove Avenue & Airport Avenue [b]	AM PM	** 17	N/C N/C	F C	** 17	N/C N/C	F C	N/C 0	Yes No	** 17	N/C N/C	F C	N/C 0	No No
16 Donald Douglas Loop South & Airport Avenue [c]	AM PM	9 8	0.316 0.259	A A	9 9	0.323 0.296	A A	0 1	No No					
17 Bundy Drive & Airport Avenue	AM PM	6 4	0.765 0.759	A A	8 12	0.804 1.107	A B	2 8	No No	5 9	0.725 1.075	A A	-1 5	No No

**Notes:**

- \* Intersection is currently operating under ATSAC system.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- [a] Intersection is controlled by stop sign(s). The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of the City of Los Angeles significance criteria. V/C ratio is reported.
- [b] Intersection is two-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach.
- [c] Intersection is all-way stop controlled. Level of service is based on average vehicular delay in seconds per vehicle.

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

Volume/Lane/Signal Configurations															
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	129	431	85	36	138	42	199	1690	30	63	1274	90			
AMBIENT															
RELATED															
PROJECT															
TOTAL	129	431	85	36	138	42	199	1690	30	63	1274	90			
LANE															
	1	0	1	0	0	0	1	0	2	0	1	0	1	0	2
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR			
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto			

### Critical Movements Diagram

SouthBound	
A:	216
B:	36

EastBound	
A:	455
B:	63

WestBound	
A:	573
B:	199

NorthBound	
A:	431
B:	129

	<u>V/C RATIO</u>	<u>LOS</u>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = B(W/B) + A(E/B)

$V/C = \frac{431 + 36 + 199 + 455}{*1425} = 0.717$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2032	54	88	1293	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2032	54	88	1293	103
<b>LANE</b>												
<b>SIGNAL</b>	Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>	

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="944"/>                  B: <input type="text" value="134"/> </div>			
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="465"/>                  B: <input type="text" value="88"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="695"/>                  B: <input type="text" value="227"/> </div>	
		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="384"/>                  B: <input type="text" value="124"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A	
0.61 - 0.70	B	
0.71 - 0.80	C	
0.81 - 0.90	D	
0.91 - 1.00	E	

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 695 + 88}{*1425} = 1.229$

LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90
LANE												
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="216"/>                  B: <input type="text" value="36"/> </div>															
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="454"/>                  B: <input type="text" value="63"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="570"/>                  B: <input type="text" value="199"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="431"/>                  B: <input type="text" value="129"/> </div>	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>V/C RATIO</u></th> <th style="text-align: left;"><u>LOS</u></th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	<u>V/C RATIO</u>	<u>LOS</u>	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
<u>V/C RATIO</u>	<u>LOS</u>															
0.00 - 0.60	A															
0.61 - 0.70	B															
0.71 - 0.80	C															
0.81 - 0.90	D															
0.91 - 1.00	E															

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716 \quad LOS = C$$



## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>												
<b>SIGNAL</b>	Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>	

### Critical Movements Diagram

<b>SouthBound</b>	
A:	<input type="text" value="944"/>
B:	<input type="text" value="134"/>

<b>EastBound</b>	
A:	<input type="text" value="464"/>
B:	<input type="text" value="88"/>

<b>WestBound</b>	
A:	<input type="text" value="692"/>
B:	<input type="text" value="227"/>

<b>NorthBound</b>	
A:	<input type="text" value="384"/>
B:	<input type="text" value="124"/>

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<u>V/C RATIO</u>	<u>LOS</u>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227$

LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>129</b>	<b>431</b>	<b>85</b>	<b>36</b>	<b>138</b>	<b>42</b>	<b>199</b>	<b>1681</b>	<b>30</b>	<b>63</b>	<b>1272</b>	<b>90</b>
LANE	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

SouthBound	
A:	<input type="text" value="216"/>
B:	<input type="text" value="36"/>

EastBound	
A:	<input type="text" value="454"/>
B:	<input type="text" value="63"/>

WestBound	
A:	<input type="text" value="570"/>
B:	<input type="text" value="199"/>

NorthBound	
A:	<input type="text" value="431"/>
B:	<input type="text" value="129"/>

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C =  $\frac{431 + 36 + 199 + 454}{*1425} = 0.716$       LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	384	110	134	676	134	227	2023	54	88	1289	103
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>384</b>	<b>110</b>	<b>134</b>	<b>676</b>	<b>134</b>	<b>227</b>	<b>2023</b>	<b>54</b>	<b>88</b>	<b>1289</b>	<b>103</b>
LANE	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="944"/>                      B: <input type="text" value="134"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="692"/>                      B: <input type="text" value="227"/> </div>	<b>V/C RATIO</b>	<b>LOS</b>
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="464"/>                      B: <input type="text" value="88"/> </div>			0.00 - 0.60	A
			0.61 - 0.70	B
		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                      A: <input type="text" value="384"/>                      B: <input type="text" value="124"/> </div>	0.71 - 0.80	C
			0.81 - 0.90	D
			0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227$

LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90
LANE												
SIGNAL	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

### Critical Movements Diagram

SouthBound	
A:	<input type="text" value="216"/>
B:	<input type="text" value="36"/>

EastBound	
A:	<input type="text" value="454"/>
B:	<input type="text" value="63"/>

WestBound	
A:	<input type="text" value="570"/>
B:	<input type="text" value="199"/>

NorthBound	
A:	<input type="text" value="431"/>
B:	<input type="text" value="129"/>

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<u>V/C RATIO</u>	<u>LOS</u>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	384	110	134	676	134	227	2023	54	88	1289	103
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>384</b>	<b>110</b>	<b>134</b>	<b>676</b>	<b>134</b>	<b>227</b>	<b>2023</b>	<b>54</b>	<b>88</b>	<b>1289</b>	<b>103</b>
LANE												
	1 0 1 0 0 1 0	0 0 0 1 0 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

### Critical Movements Diagram

<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="944"/>                      B: <input type="text" value="134"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="692"/>                      B: <input type="text" value="227"/> </div>	<b>V/C RATIO</b>	<b>LOS</b>
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="464"/>                      B: <input type="text" value="88"/> </div>			0.00 - 0.60	A
			0.61 - 0.70	B
			0.71 - 0.80	C
			0.81 - 0.90	D
			0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

V/C =  $\frac{124 + 944 + 692 + 88}{*1425} = 1.227$       LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90
LANE												
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

### Critical Movements Diagram

	<b>SouthBound</b> A: <input type="text" value="216"/> B: <input type="text" value="36"/>		
<b>EastBound</b> A: <input type="text" value="454"/> B: <input type="text" value="63"/>		<b>WestBound</b> A: <input type="text" value="570"/> B: <input type="text" value="199"/>	
	<b>NorthBound</b> A: <input type="text" value="431"/> B: <input type="text" value="129"/>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<u>V/C RATIO</u>	<u>LOS</u>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716 \quad \text{LOS} = C$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
<b>SIGNAL</b>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="944"/>                      B: <input type="text" value="134"/> </div>		
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="464"/>                      B: <input type="text" value="88"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="692"/>                      B: <input type="text" value="227"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                      A: <input type="text" value="384"/>                      B: <input type="text" value="124"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<b>Results</b>	
	North/South Critical Movements = B(N/B) + A(S/B)	
	West/East Critical Movements = A(W/B) + B(E/B)	
V/C =	$\frac{124 + 944 + 692 + 88}{*1425} = 1.227$	LOS = F



## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

Volume/Lane/Signal Configurations														
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90		
AMBIENT														
RELATED														
PROJECT														
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90		
LANE														
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR		
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto		

### Critical Movements Diagram

SouthBound	
A:	216
B:	36

EastBound	
A:	454
B:	63

WestBound	
A:	570
B:	199

NorthBound	
A:	431
B:	129

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716$ 
LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
<b>SIGNAL</b>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="944"/>                      B: <input type="text" value="134"/> </div>		
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> </div>		
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="464"/>                      B: <input type="text" value="88"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="692"/>                      B: <input type="text" value="227"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                      A: <input type="text" value="384"/>                      B: <input type="text" value="124"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227$

LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>129</b>	<b>431</b>	<b>85</b>	<b>36</b>	<b>138</b>	<b>42</b>	<b>199</b>	<b>1681</b>	<b>30</b>	<b>63</b>	<b>1272</b>	<b>90</b>
LANE												
	1 0 1 0 0 1 0	0 0 0 1 0 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="216"/>                  B: <input type="text" value="36"/> </div>															
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="454"/>                  B: <input type="text" value="63"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="570"/>                  B: <input type="text" value="199"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="431"/>                  B: <input type="text" value="129"/> </div>	<table style="margin: 0 auto;"> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS															
0.00 - 0.60	A															
0.61 - 0.70	B															
0.71 - 0.80	C															
0.81 - 0.90	D															
0.91 - 1.00	E															

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716 \quad \text{LOS} = C$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
<b>SIGNAL</b>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

<b>SouthBound</b>	
A:	<input type="text" value="944"/>
B:	<input type="text" value="134"/>

<b>EastBound</b>	
A:	<input type="text" value="464"/>
B:	<input type="text" value="88"/>

<b>WestBound</b>	
A:	<input type="text" value="692"/>
B:	<input type="text" value="227"/>

<b>NorthBound</b>	
A:	<input type="text" value="384"/>
B:	<input type="text" value="124"/>

	<u>V/C RATIO</u>	<u>LOS</u>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227$

LOS = F

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

Volume/Lane/Signal Configurations															
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90			
AMBIENT															
RELATED															
PROJECT															
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90			
LANE															
	1	0	1	0	0	0	1	0	2	0	1	0	1	0	2
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR			
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto			

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="216"/>                  B: <input type="text" value="36"/> </div>			
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="454"/>                  B: <input type="text" value="63"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="570"/>                  B: <input type="text" value="199"/> </div>	<b>V/C RATIO</b> 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00	<b>LOS</b> A B C D E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = B(W/B) + A(E/B)

V/C =  $\frac{431 + 36 + 199 + 454}{*1425} = 0.716$       LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>												
<b>SIGNAL</b>	Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Perm"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>		Phasing <input type="text" value="Prot-Fix"/> RTOR <input type="text" value="Auto"/>	

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="944"/>                  B: <input type="text" value="134"/> </div>			
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="464"/>                  B: <input type="text" value="88"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="692"/>                  B: <input type="text" value="227"/> </div>	
		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="384"/>                  B: <input type="text" value="124"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A	
0.61 - 0.70	B	
0.71 - 0.80	C	
0.81 - 0.90	D	
0.91 - 1.00	E	

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227$

LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

Volume/Lane/Signal Configurations														
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90		
AMBIENT														
RELATED														
PROJECT														
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90		
LANE														
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR		
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto		

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="216"/>                  B: <input type="text" value="36"/> </div>			
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="454"/>                  B: <input type="text" value="63"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="570"/>                  B: <input type="text" value="199"/> </div>	<b>V/C RATIO</b> 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00	<b>LOS</b> A B C D E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = B(W/B) + A(E/B)

V/C =  $\frac{431 + 36 + 199 + 454}{*1425} = 0.716$       LOS = C



## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	384	110	134	676	134	227	2023	54	88	1289	103
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>384</b>	<b>110</b>	<b>134</b>	<b>676</b>	<b>134</b>	<b>227</b>	<b>2023</b>	<b>54</b>	<b>88</b>	<b>1289</b>	<b>103</b>
LANE	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="944"/>                      B: <input type="text" value="134"/> </div>			
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> </div>			
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="464"/>                      B: <input type="text" value="88"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="692"/>                      B: <input type="text" value="227"/> </div>	<b>V/C RATIO</b> 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00	<b>LOS</b> A B C D E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

V/C =  $\frac{124 + 944 + 692 + 88}{*1425} = 1.227$       LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

Volume/Lane/Signal Configurations															
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90			
AMBIENT															
RELATED															
PROJECT															
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90			
LANE															
	1	0	1	0	0	0	1	0	2	0	1	0	1	0	2
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR			
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto			

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>SouthBound</b>                  A: <input type="text" value="216"/>                  B: <input type="text" value="36"/> </div>		
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <b>EastBound</b>                  A: <input type="text" value="454"/>                  B: <input type="text" value="63"/> </div>		<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <b>WestBound</b>                  A: <input type="text" value="570"/>                  B: <input type="text" value="199"/> </div>	
	<div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> <b>NorthBound</b>                  A: <input type="text" value="431"/>                  B: <input type="text" value="129"/> </div>		

<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = B(W/B) + A(E/B)

$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
<b>SIGNAL</b>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

<b>SouthBound</b>	
A:	<input type="text" value="944"/>
B:	<input type="text" value="134"/>

<b>EastBound</b>	
A:	<input type="text" value="464"/>
B:	<input type="text" value="88"/>

<b>WestBound</b>	
A:	<input type="text" value="692"/>
B:	<input type="text" value="227"/>

<b>NorthBound</b>	
A:	<input type="text" value="384"/>
B:	<input type="text" value="124"/>

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227$

LOS = F

# CalcaDB

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

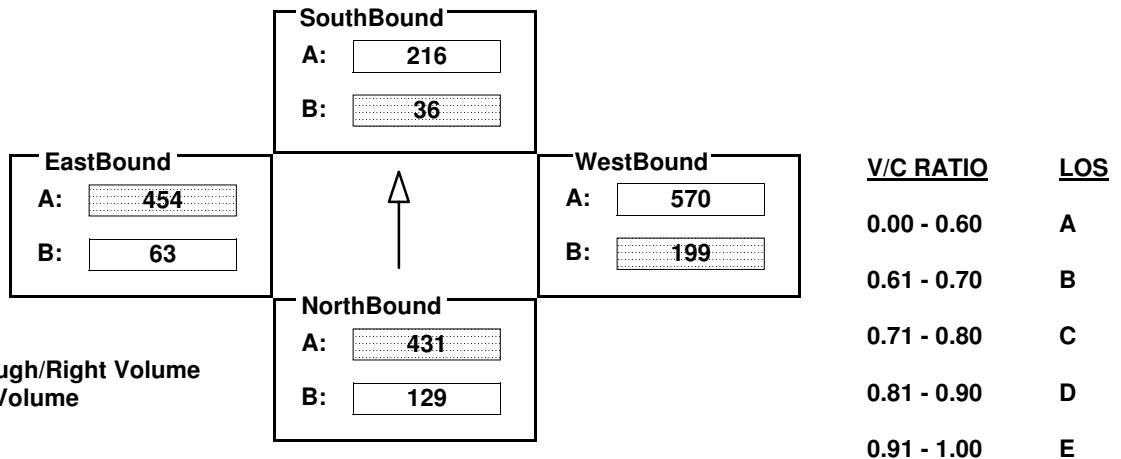
AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

### Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90
LANE	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram



A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

### Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716$$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	384	110	134	676	134	227	2023	54	88	1289	103
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>384</b>	<b>110</b>	<b>134</b>	<b>676</b>	<b>134</b>	<b>227</b>	<b>2023</b>	<b>54</b>	<b>88</b>	<b>1289</b>	<b>103</b>
LANE												
	1 0 1 0 0 1 0	0 0 0 1 0 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="944"/>                  B: <input type="text" value="134"/> </div>															
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="464"/>                  B: <input type="text" value="88"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="692"/>                  B: <input type="text" value="227"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="384"/>                  B: <input type="text" value="124"/> </div>	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>V/C RATIO</u></th> <th style="text-align: left;"><u>LOS</u></th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	<u>V/C RATIO</u>	<u>LOS</u>	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
<u>V/C RATIO</u>	<u>LOS</u>															
0.00 - 0.60	A															
0.61 - 0.70	B															
0.71 - 0.80	C															
0.81 - 0.90	D															
0.91 - 1.00	E															

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227 \quad \text{LOS} = F$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

Volume/Lane/Signal Configurations															
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90			
AMBIENT															
RELATED															
PROJECT															
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90			
LANE															
	1	0	1	0	0	0	1	0	2	0	1	0	1	0	2
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR			
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto			

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="216"/>                  B: <input type="text" value="36"/> </div>			
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="454"/>                  B: <input type="text" value="63"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="570"/>                  B: <input type="text" value="199"/> </div>	
		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="431"/>                  B: <input type="text" value="129"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

<b>Results</b>	
North/South Critical Movements = A(N/B) + B(S/B)	
West/East Critical Movements = B(W/B) + A(E/B)	
$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716$	LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>												
<b>SIGNAL</b>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="944"/>                  B: <input type="text" value="134"/> </div>																
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="464"/>                  B: <input type="text" value="88"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="692"/>                  B: <input type="text" value="227"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="384"/>                  B: <input type="text" value="124"/> </div>		<table border="1" style="border-collapse: collapse;"> <thead> <tr> <th>V/C RATIO</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS																
0.00 - 0.60	A																
0.61 - 0.70	B																
0.71 - 0.80	C																
0.81 - 0.90	D																
0.91 - 1.00	E																

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227$

LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>129</b>	<b>431</b>	<b>85</b>	<b>36</b>	<b>138</b>	<b>42</b>	<b>199</b>	<b>1681</b>	<b>30</b>	<b>63</b>	<b>1272</b>	<b>90</b>
LANE	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

SouthBound	
A:	<input type="text" value="216"/>
B:	<input type="text" value="36"/>

EastBound	
A:	<input type="text" value="454"/>
B:	<input type="text" value="63"/>

WestBound	
A:	<input type="text" value="570"/>
B:	<input type="text" value="199"/>

NorthBound	
A:	<input type="text" value="431"/>
B:	<input type="text" value="129"/>

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = B(W/B) + A(E/B)

$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716$ 
LOS = C



## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	384	110	134	676	134	227	2023	54	88	1289	103
AMBIENT												
RELATED												
PROJECT												
<b>TOTAL</b>	<b>124</b>	<b>384</b>	<b>110</b>	<b>134</b>	<b>676</b>	<b>134</b>	<b>227</b>	<b>2023</b>	<b>54</b>	<b>88</b>	<b>1289</b>	<b>103</b>
LANE												
	1 0 1 0 0 1 0	0 0 0 1 0 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

### Critical Movements Diagram

<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="944"/>                      B: <input type="text" value="134"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="692"/>                      B: <input type="text" value="227"/> </div>	<b>V/C RATIO</b>	<b>LOS</b>
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="464"/>                      B: <input type="text" value="88"/> </div>			0.00 - 0.60	A
			0.61 - 0.70	B
			0.71 - 0.80	C
			0.81 - 0.90	D
			0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

V/C =  $\frac{124 + 944 + 692 + 88}{*1425} = 1.227$       LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90
LANE	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="216"/>                      B: <input type="text" value="36"/> </div>		
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="454"/>                      B: <input type="text" value="63"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="570"/>                      B: <input type="text" value="199"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                      A: <input type="text" value="431"/>                      B: <input type="text" value="129"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<u>V/C RATIO</u>	<u>LOS</u>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716 \quad \text{LOS} = C$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
<b>SIGNAL</b>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

<b>SouthBound</b>	
A:	<input type="text" value="944"/>
B:	<input type="text" value="134"/>

<b>EastBound</b>	
A:	<input type="text" value="464"/>
B:	<input type="text" value="88"/>

<b>WestBound</b>	
A:	<input type="text" value="692"/>
B:	<input type="text" value="227"/>

<b>NorthBound</b>	
A:	<input type="text" value="384"/>
B:	<input type="text" value="124"/>

	<u>V/C RATIO</u>	<u>LOS</u>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227$

LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90
LANE												
SIGNAL	Phasing <input type="text" value="Perm"/>	RTOR <input type="text" value="Auto"/>	Phasing <input type="text" value="Perm"/>	RTOR <input type="text" value="Auto"/>	Phasing <input type="text" value="Prot-Fix"/>	RTOR <input type="text" value="Auto"/>	Phasing <input type="text" value="Prot-Fix"/>	RTOR <input type="text" value="Auto"/>	Phasing <input type="text" value="Prot-Fix"/>	RTOR <input type="text" value="Auto"/>	Phasing <input type="text" value="Prot-Fix"/>	RTOR <input type="text" value="Auto"/>

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                  A: <input type="text" value="216"/>                  B: <input type="text" value="36"/> </div>		
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                  A: <input type="text" value="454"/>                  B: <input type="text" value="63"/> </div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                  A: <input type="text" value="570"/>                  B: <input type="text" value="199"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                  A: <input type="text" value="431"/>                  B: <input type="text" value="129"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716 \quad \text{LOS} = C$$

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
<b>SIGNAL</b>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="944"/>                      B: <input type="text" value="134"/> </div>		
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> </div>		
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="464"/>                      B: <input type="text" value="88"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="692"/>                      B: <input type="text" value="227"/> </div>	
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                      A: <input type="text" value="384"/>                      B: <input type="text" value="124"/> </div>		

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

	<b>V/C RATIO</b>	<b>LOS</b>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227$

LOS = F

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

Volume/Lane/Signal Configurations															
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	129	431	85	36	138	42	199	1681	30	63	1272	90			
AMBIENT															
RELATED															
PROJECT															
TOTAL	129	431	85	36	138	42	199	1681	30	63	1272	90			
LANE															
	1	0	1	0	0	0	1	0	2	0	1	0	1	0	2
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR			
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto			

### Critical Movements Diagram

SouthBound	
A:	216
B:	36

EastBound	
A:	454
B:	63

WestBound	
A:	570
B:	199

NorthBound	
A:	431
B:	129

	<u>V/C RATIO</u>	<u>LOS</u>
	0.00 - 0.60	A
	0.61 - 0.70	B
	0.71 - 0.80	C
	0.81 - 0.90	D
	0.91 - 1.00	E

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

### Results

North/South Critical Movements = A(N/B) + B(S/B)  
 West/East Critical Movements = B(W/B) + A(E/B)

$V/C = \frac{431 + 36 + 199 + 454}{*1425} = 0.716$

LOS = C

## INTERSECTION DATA SUMMARY SHEET

N/S:  W/E:  I/S No:

AM/PM:  Comments:

COUNT DATE:  STUDY DATE:  GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>AMBIENT</b>												
<b>RELATED</b>												
<b>PROJECT</b>												
<b>TOTAL</b>	124	384	110	134	676	134	227	2023	54	88	1289	103
<b>LANE</b>	 1 0 1 0 0 1 0	 0 0 0 1 0 0 0	 1 0 2 0 1 0 0	 1 0 2 0 1 0 0								
<b>SIGNAL</b>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>								

### Critical Movements Diagram

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>SouthBound</b>                      A: <input type="text" value="944"/>                      B: <input type="text" value="134"/> </div>														
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>EastBound</b>                      A: <input type="text" value="464"/>                      B: <input type="text" value="88"/> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>WestBound</b>                      A: <input type="text" value="692"/>                      B: <input type="text" value="227"/> </div>	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>V/C RATIO</u></th> <th style="text-align: left;"><u>LOS</u></th> </tr> </thead> <tbody> <tr> <td>0.00 - 0.60</td> <td>A</td> </tr> <tr> <td>0.61 - 0.70</td> <td>B</td> </tr> <tr> <td>0.71 - 0.80</td> <td>C</td> </tr> <tr> <td>0.81 - 0.90</td> <td>D</td> </tr> <tr> <td>0.91 - 1.00</td> <td>E</td> </tr> </tbody> </table>	<u>V/C RATIO</u>	<u>LOS</u>	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
<u>V/C RATIO</u>	<u>LOS</u>														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														
	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>NorthBound</b>                      A: <input type="text" value="384"/>                      B: <input type="text" value="124"/> </div>														

A = Adjusted Through/Right Volume  
 B = Adjusted Left Volume  
 \* = ATSAC Benefit

---

**Results**

North/South Critical Movements = B(N/B) + A(S/B)  
 West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{124 + 944 + 692 + 88}{*1425} = 1.227 \quad \text{LOS} = F$$

In response to Comment Nos. 7.12, 8.4, 23.3, 26.1, 26.14, 26.17, and 28.1, Table 8 of the Traffic Study (Appendix G to the Draft EIR) has been corrected to no longer indicate that the trip generation estimates shown for Airport Park include the removal of the former SMC shuttle lot as no such adjustment was made in the traffic analysis. This does not change any findings or conclusions contained within the Draft EIR.

In response to Comment No. 5.25, Table 8 has also been amended to include the Madison Campus. It should be noted that because the traffic impact analysis for the Madison Campus estimated that it would generate only nominal traffic during the typical peak periods (six trips in the a.m. peak hour and 13 trips in the p.m. peak hour) and its location is approximately four miles from the site of the Bundy Campus, the addition of the Madison Campus to Table 8 of the Traffic Study does not change any of the findings or conclusions of the Draft EIR.

The revised Table 8 of the Traffic Study has been included on the following pages of this Section.



**TABLE 8  
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS  
IN THE CITY OF SANTA MONICA**

PROJECT	LOCATION	USE	SIZE	ITE LAND USE CODE	TRIP DISCOUNT FACTOR [b]	AVERAGE DAILY TRIPS	WEEKDAY TRIPS					
							A.M. PEAK HOUR			P.M. PEAK HOUR		
							IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Current Cumulative Projects within Santa Monica (per 12/16/2005 City List)</b>												
Fast Food/Retail/Office	1540 2nd Street	mixed use replacement of existing McDonalds	61 KSF	from EIR (net)		950	86	13	99	29	108	137
5-Unit Condominium	1032 3rd Street	condominium	5 DU	230	1	29	0	2	2	2	1	3
5-Unit Condominium	1048-50 3rd Street	condominium	5 DU	230	1	29	0	2	2	2	1	3
5-Unit Condominium	947 4th Street	condominium	5 DU	230	1	29	0	2	2	2	1	3
75-Unit Mixed-use Building	1539 4th Street	residential	75 DU	220	1	504	8	30	38	31	16	47
5-Unit Condominium	914 5th Street	condominium	5 DU	230	1	29	0	2	2	2	1	3
5-Unit Condominium	944 5th Street	condominium	5 DU	230	1	29	0	2	2	2	1	3
Retail/Residential	1241 5th Street	residential retail	49 DU 3 KSF	220 820	1 1	325 120	4 2	21 1	25 3	20 5	10 5	30 10
Retail/Residential	1321 5th Street	residential retail	16 DU 1 KSF	220 820	1 1	106 39	1 1	7 0	8 1	7 1	3 2	10 3
Retail/Residential	1324 5th Street	residential	48 DU	220	1	318	4	20	24	20	10	30
Multi Family Residential	1410 5th Street	apartment building retail	56 DU 5 KSF	220 820	1 0.5	371 109	5 2	24 1	29 3	23 5	12 5	35 10

**TABLE 8  
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS  
IN THE CITY OF SANTA MONICA**

Multi Family Residential	1420 5th Street	apartment building retail	50 DU 3 KSF	220 820	1 0.5	332 61	4 1	22 0	26 1	21 2	10 3	31 5
Multi Family Residential	1437 5th Street	apartment building	26 DU	220	1	172	2	11	13	11	5	16
Multi Family Residential	1442 5th Street	apartment building retail	50 DU 3 KSF	220 820	1 0.5	332 61	4 1	22 0	26 1	21 2	10 3	31 5
Multi Family Residential	1450 5th Street	apartment building retail	56 DU 4 KSF	220 820	1 0.5	371 83	5 1	24 1	29 2	23 3	12 4	35 7
Multi Family Residential	1548 5th Street	apartment building	46 DU	220	1	305	4	19	23	19	10	29
Multi Family Residential	1234 6th Street	apartment building retail	48 DU 2 KSF	220 820	1 0.5	318 35	4 1	20 0	24 1	20 1	10 2	30 3
Multi Family Residential	1244 6th Street	apartment building	50 DU	220	1	332	4	22	26	21	10	31
Multi Family Residential	1411 7th Street	apartments retail	52 DU 2 KSF	220 820	1 0.5	345 42	4 1	23 0	27 1	21 2	11 2	32 4
Multi Family Residential	1418 7th Street	apartment retail	48 DU 2 KSF	220 820	1 0.5	318 35	4 1	20 0	24 1	20 1	10 2	30 3
Multi Family Residential	1427 7th Street	apartment	50 DU	220	1	332	4	22	26	21	10	31
17-Unit Condominium	1544 7th Street	condominium	17 DU	from CE (net)	1	0	0	0	0	0	0	0
8-Unit Condominium	2510 7th Street	condominium	8 DU	230	1	47	1	4	5	3	1	4
5-Unit Condominium	839 9th Street	condominium	5 DU	230	1	29	0	2	2	2	1	3
5-Unit Condominium	1027 10th Street	condominium	5 DU	230	1	29	0	2	2	2	1	3

**TABLE 8  
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS  
IN THE CITY OF SANTA MONICA**

	1750 10th Street	5 DU	230	1	29	0	2	2	2	1	3
5-Unit Condominium	1750 10th Street	condominium	230	1	29	0	2	2	2	1	3
5-Unit Condominium	1038 11th Street	condominium	230	1	29	0	2	2	2	1	3
5-Unit Condominium	911 12th Street	condominium	230	1	29	0	2	2	2	1	3
15-Unit Condominium	1211 12th Street	apartments	220	1	99	1	7	8	6	3	9
Residential	1652 12th Street	apartments	220	1	106	1	7	8	7	3	10
5-Unit Condominium	914 14th Street	condominium	230	1	29	0	2	2	2	1	3
30-Unit Apartment	1511 15th Street	apartment	220	1	199	2	13	15	13	6	19
10-Unit Condominium	838 16th Street	condominium	230	1	59	1	3	4	3	2	5
6-Unit Condominium	1415 16th Street	condominium	230	1	35	1	2	3	2	1	3
5-Unit Condominium	1520 16th Street	condominium	230	1	29	0	2	2	2	1	3
5-Unit Condominium	1537 16th Street	condominium	230	1	29	0	2	2	2	1	3
11-Unit Condominium	1803 16th Street	condominium	230	1	64	1	4	5	4	2	6
8-Unit Subdivision	908 17th Street	residential	220	1	53	1	3	4	3	2	5
5-Unit Condominium	1105 18th Street	condominium	230	1	29	0	2	2	2	1	3
6-Unit Subdivision	1927 18th Street	residential	220	1	40	0	3	3	3	1	4
5-Unit Condominium	811 19th Street	condominium	230	1	29	0	2	2	2	1	3
5-Unit Condominium	838 19th Street	condominium	230	1	29	0	2	2	2	1	3
5-Unit Subdivision	851 19th Street	residential	230	1	33	0	3	3	2	1	3
8-Unit Condominium	917 19th Street	condominium	230	1	47	1	3	4	3	1	4
5-Unit Subdivision	1035 19th Street	residential	220	1	33	0	3	3	2	1	3
5-Unit Subdivision	2018 19th Street	residential	220	1	33	0	3	3	2	1	3
5-Unit Condominium	923 20th Street	condominium	230	1	29	0	2	2	2	1	3
101-Unit Residential	1671 20th Street	residential	220	1	670	8	44	52	42	21	63
5-Unit Condominium	1120 21st Street	condominium	230	1	29	0	2	2	2	1	3

**TABLE 8  
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS  
IN THE CITY OF SANTA MONICA**

	2013 21st Street	5 DU	230	1	29	0	2	2	2	1	3
5-Unit Condominium		condominium									
St. Johns Medical Center & Master Plan	1328 22nd Street	(from EIR)	from EIR	1	N/A	838	353	1,191	450	897	1,347
						(70)	(38)	(108)	(31)	(68)	(99)
10-Unit Condominium	2512 28th Street	condominium	from CE (net)	1	N/A	838	354	1,192	450	898	1,348
						0	0	0	0	0	0
Multi Family Residential	1751 Appian Way	apartment	220	1	93	1	6	7	6	3	9
Retail/Residential	430 Arizona Ave.	residential	220	1	259	3	17	20	16	8	24
		retail	820	0.5	156	2	2	4	7	7	14
Residential	505 Arizona Ave.	residential	220	1	325	4	21	25	20	10	30
Alzheimer's Facility	1131 Arizona Ave.	65 Beds	620	1	154	8	3	11	10	9	19
7-Unit Condominium	217 Bicknell	condominium	230	1	41	1	2	3	3	1	4
Multi Family Residential	606 Broadway	residential	220	1	332	4	22	26	21	10	31
		commercial	820	0.5	127	2	1	3	5	6	11
Residential	626 Broadway	apartments	220	1	318	4	20	24	20	10	30
apartment/office	1424 Broadway	apartment/office	220	1	46	1	3	4	3	1	4
32-Unit Condominium	1502 Broadway	condominium	230	1	188	2	12	14	11	6	17
Multi Family Residential	1906 Broadway	residential	230	1	188	2	12	14	11	6	17
		retail	820	1	19	0	0	0	1	1	2
		existing sign shop	140	-1	(10)	(2)	0	(2)	(1)	(1)	(2)
8-Unit Condominium	1311 Centinela Ave.	condominium	from CE (net)	1	0	0	1	1	0	0	0
Storage	1707 Cloverfield Blvd	31,400 s.f. of additional self-storage		1	0	3	2	5	4	4	8
16-Unit Condominium	1940 Cloverfield Blvd	condominium	230	1	94	1	6	7	6	3	9
Transportation Facility Master Plan	Colorado to north, 7th to east, 5th to west, Olympic to south	40 KSF net office	from EIR	1	342	7	5	12	3	7	10
		apartment	from EIR	0.85	inc.	14	2	16	2	13	15
5-story Mixed-use Building	525 Colorado	apartment	220	1	252	3	16	19	16	8	24

**TABLE 8  
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS  
IN THE CITY OF SANTA MONICA**

Big Blue Bus 26-Unit Affordable Housing	612 Colorado 711 Colorado Ave.	Campus Expansion apartments	26 DU	220	1	172	2	11	13	11	5	16
Multi Family Residential	2834 Colorado	apartment	145 DU	220	1	961	12	62	74	60	30	90
Airport Park Expansion	Donald Douglas Loop to north, Airport Av. to south, Bundy Dr. to east	city park dog park recreation field remove-existing Santa- Monica-College-shuttle- lot	4 acre 1 acre 1 acre -310 spaces	from EIR from EIR from EIR		205 225 198 (946)	4 20 0 (66)	4 15 0 (6)	8 35 0 (72)	8 30 28 (92)	8 10 38 (57)	16 40 66 (89)
Euclid Park	Near 1525 Euclid	15 KSF park	0.34 acre	SandDAG	1	17	1	0	1	1	0	1
Lantana South	3131 Exposition	entertainment post production	99 KSF	from EIR (net)	1	1,454	188	26	214	29	142	171
5-Unit Condominium	1243 Franklin	condominium	5 DU	230	1	29	0	2	2	2	1	3
6-Unit Condominium	2015 Idaho Avenue	condominium	6 DU	230	1	35	1	2	3	2	1	3
Santa Monica Civic Center Parking Structure	1685 Main St.	new parking spaces shift from existing retail	885 spaces -885 spaces 12.5 KSF	from EIR from EIR 820	0.5	N/A N/A 268	481 (481) 4	120 (120) 2	601 (601) 6	85 (85) 11	322 (322) 12	407 (407) 23
North Main (Pioneer Bakery Site)	2012-2024 Main St. 2012-2024 Main St. 2021-2029 Main St. 2021-2029 Main St.	apartment specialty retail apartments specialty retail	107 DU 12 KSF 26 DU 7 KSF	220 814 220 814	1 0.5 1 0.5	709 250 172 133	9 0 2 0	46 0 11 0	55 0 13 0	44 7 11 3	22 9 5 5	66 16 16 8
44-Unit Apartments, 100% Affordable	2209 Main Street	affordable apartments	44 DU	220	1	292	4	18	22	18	9	27
24-Unit Mixed Use Project	212 Marine Street	multi-family residential commercial	24 DU 9 KSF	from EIR 820	1 0.5	141 193	2 3	9 2	11 5	9 8	4 9	13 17
Private High School	2230 Michigan Ave	high school	15 KSF	530	1	187	31	13	44	8	6	14
5-Unit Condominium	1719 Ocean Front Walk	condominium	5 DU	230	1	29	0	2	2	2	1	3
Miramar Development Agreement	1133 Ocean Avenue	Hotel 200 Rooms Specialty Retail Quality Restaurant Meeting Place	200 Rooms 12 KSF 7 KSF 10 KSF	310 814 931	1 0.5 0.5 1	68 267 252	44 8 1 213	44 5 1 0	112 13 2 213	63 20 14 0	55 19 7 213	118 39 21 213

**TABLE 8  
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS  
IN THE CITY OF SANTA MONICA**

	1327-1337 Ocean Avenue	Hotel 75 Rooms	75 Rooms	310	1	613	26	16	42	23	21	44
Hill Street Partners Development Agreement		Restaurant	3 KSF	932	1	405	19	18	37	21	14	35
Mixed-use Building	3025 Olympic Blvd.	apartment condominium specialty retail	186 DU 54 DU 5 KSF	220 230 814	1 1 0.5	1,233 316 102	15 4 0	80 20 0	95 24 0	77 19 3	38 10 3	115 29 6
Lantana East	3030 Olympic Blvd.	entertainment post production	64 KSF	from EIR (net)	1	513	68	10	78	12	60	72
New Roads	3131 Olympic Blvd.	private school	115 KSF	from EIR (net)		1,939	267	181	448	97	100	197
Auto Dealership Expansion	3300 Olympic Blvd.	auto dealership	9.6 KSF	841	0.5	180	8	3	11	5	8	13
9-Unit Condominium	125 Pacific Street	condominium	9 DU	230	1	53	1	3	4	3	2	5
5-Unit Condominium	126 Pacific Street	condominium	5 DU	230	1	29	0	2	2	2	1	3
18-Unit Condominium	1112 Pico Blvd	condominium	18 DU	230	1	105	1	7	8	7	3	10
8-unit Condominium	1528-30 Princeton	condominium	8 DU	230	1	47	1	3	4	3	1	4
Mayfair Theater	212 Santa Monica Blvd	apartment retail	38 DU 10 KSF	220 820	1 0.5	252 208	3 3	16 2	19 5	16 9	8 9	24 18
Affordable Housing	2601 Santa Monica Blvd	apartment building	44 DU	220	1	292	4	18	22	18	9	27
Mixed-Use Building	3107 Santa Monica Blvd	apartment building retail	10 DU 12 KSF	220 820	1 0.5	66 264	1 4	4 2	5 6	4 11	2 12	6 23
Production/Live Work Bldg.	1818 Stanford Street	commercial building	34 KSF	710	0.85	318	40	5	45	7	36	43
Production Office/Residential	1630 Stewart	production office residential	9 KSF 10 KSF	710 220	0.85 1	88 63	11 1	2 4	13 5	2 4	10 2	12 6
12-Unit Condominium	2121 Virginia Ave	condominium	12 DU	230	1	70	1	4	5	4	2	6
Multi-Family Residential	507 Wilshire	50 residential 5,351 sf commercial	50 DU 5 KSF	230	1 0.5	293	4 8	18 5	22 13	18 22	9 24	27 46

**TABLE 8  
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS  
IN THE CITY OF SANTA MONICA**

Santa Monica/UCLA Hospital	Wilshire to north, Arizona to south, 16th to east, 15th to west	(from EIR) (from EIR) (from EIR)	1 1 1	596 33 33	58 4 4	22 1 1	80 5 5	15 1 1	42 2 2	57 3 3
Santa Monica Pier Bridge & Pier Ramp	Santa Monica Pier/Colorado Av.	<i>widen pier bridge &amp; construct ramp to PCH1440/1550 Lot</i>								
SM Downtown Parking	Wilshire to north, Colorado to south, 5th to east, 2nd to west	visitor and contract parking	1,712 spaces	n/c	352	70	422	424	612	1,036
Civic Center Specific Plan	Colorado to north, Pico to south, 4th to east, Ocean to west	Residential Office Restaurant/Retail City Service Building Auditorium Expansion Early Childhood Center Park Soccer Field	800 93 25 100 20 12.5 12.8 1	5,305 1,024 1,309 2,733 341 991 640 66 (524)	64 128 36 203 24 84 42 1 (19)	344 17 13 51 0 75 41 0 (6)	408 145 49 254 24 159 83 1 (24)	334 24 64 36 0 78 30 14 (21)	164 115 56 134 16 87 27 19 (31)	498 139 120 170 16 165 57 33 (51)
SMC Madison Theater	1310 11th Street	live theater	500 seats	790	5	1	6	9	4	13
<b>TOTAL: CURRENT SANTA MONICA PROJECTS</b>				<b>38,284</b>	<b>3,891</b>	<b>2,613</b>	<b>6,505</b>	<b>3,301</b>	<b>4,433</b>	<b>7,735</b>

Sources: City of Santa Monica, December 16, 2005 and "Draft Environmental Impact Report for the Madison Theater Project" (Christopher A. Joseph & Associates, March 7, 2003).

In response to Comment No. 26.11, the first sentence of the second paragraph on page 27 of Appendix G (Traffic Study) to the Draft EIR has been corrected to read as follows:

“The segment of Airport Avenue west~~east~~ of Centinela Avenue is treated as a collector street in this study, which is consistent with previous studies of projects in the area.”

This correction does not change any findings or conclusions contained within the Draft EIR.

In response to Comment No. 28.3, the fourth sentence of the last paragraph on page 27 of Appendix G (Traffic Study) to the Draft EIR has been corrected to read as follows:

“That traffic volume, as well as the physical characteristics of the street itself (*i.e.*, its grade), is such that typical neighborhood traffic calming measures — such as those applied on Rose Avenue west~~east~~ of Bundy Drive and on 23rd Street north of Ocean Park Boulevard (stop signs and speed humps) — are not considered appropriate.”

This correction does not change any findings or conclusions contained within the Draft EIR.